

FIG. 1A
(PRIOR ART)

122	G	G	S+	S-	G	G	111
122	S+	S-	G	G	S+	S-	112
122	G	G	S+	S-	G	G	113
122	S+	S-	G	G	S+	S-	114
122	G	G	S+	S-	G	G	115
	S+	S-	G	G	S+	S-	116

FIG. 1B
(PRIOR ART)

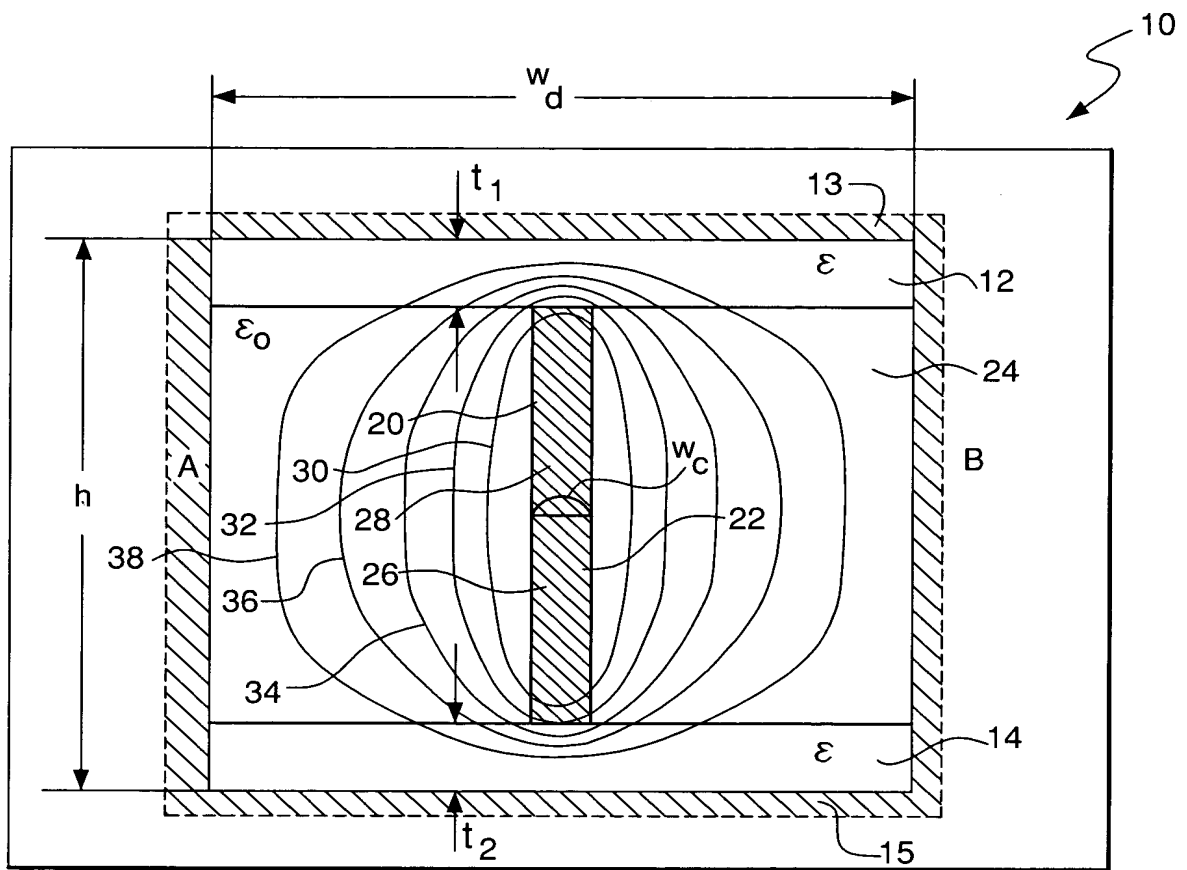


FIG. 2A

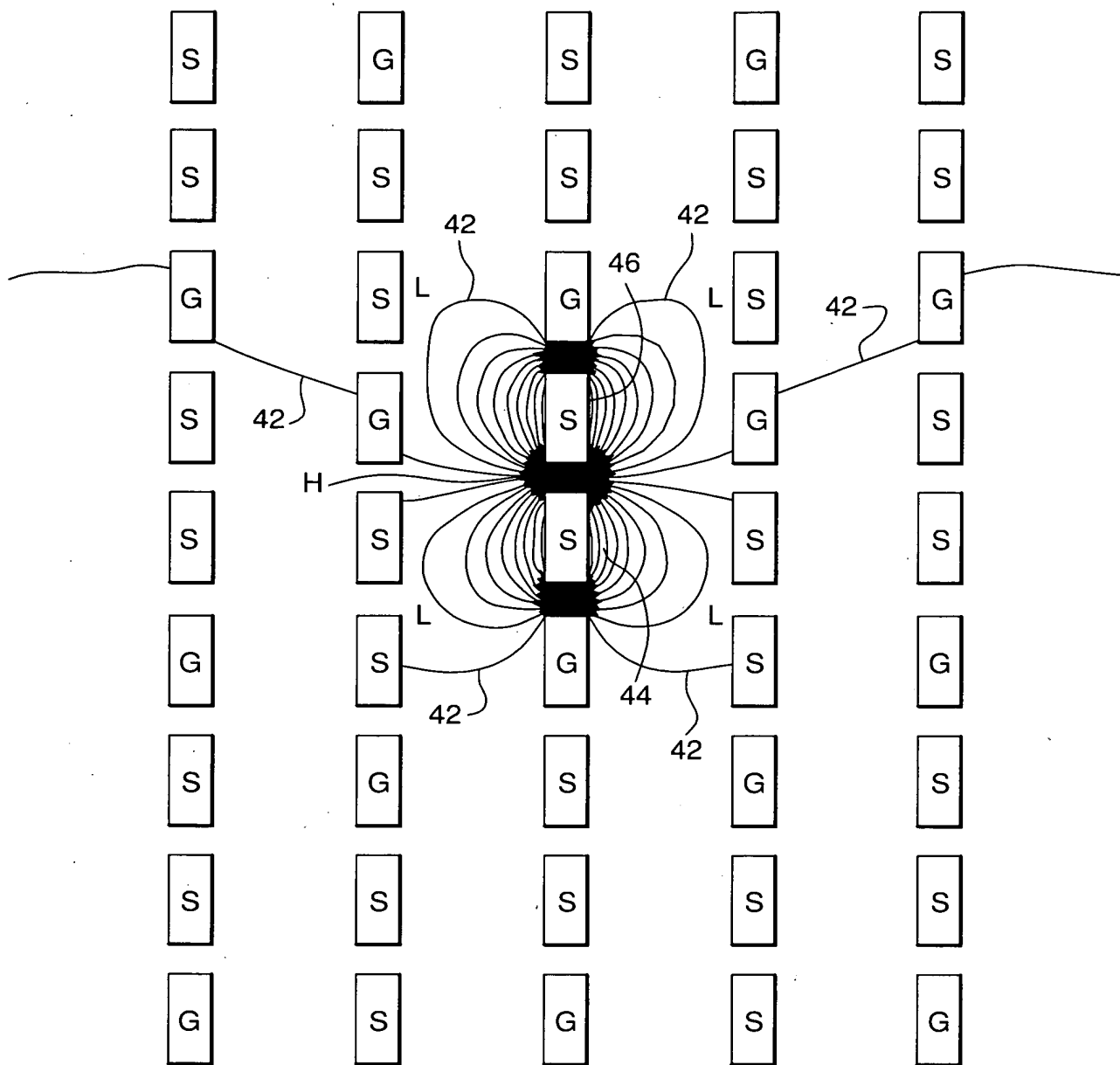


FIG. 2B

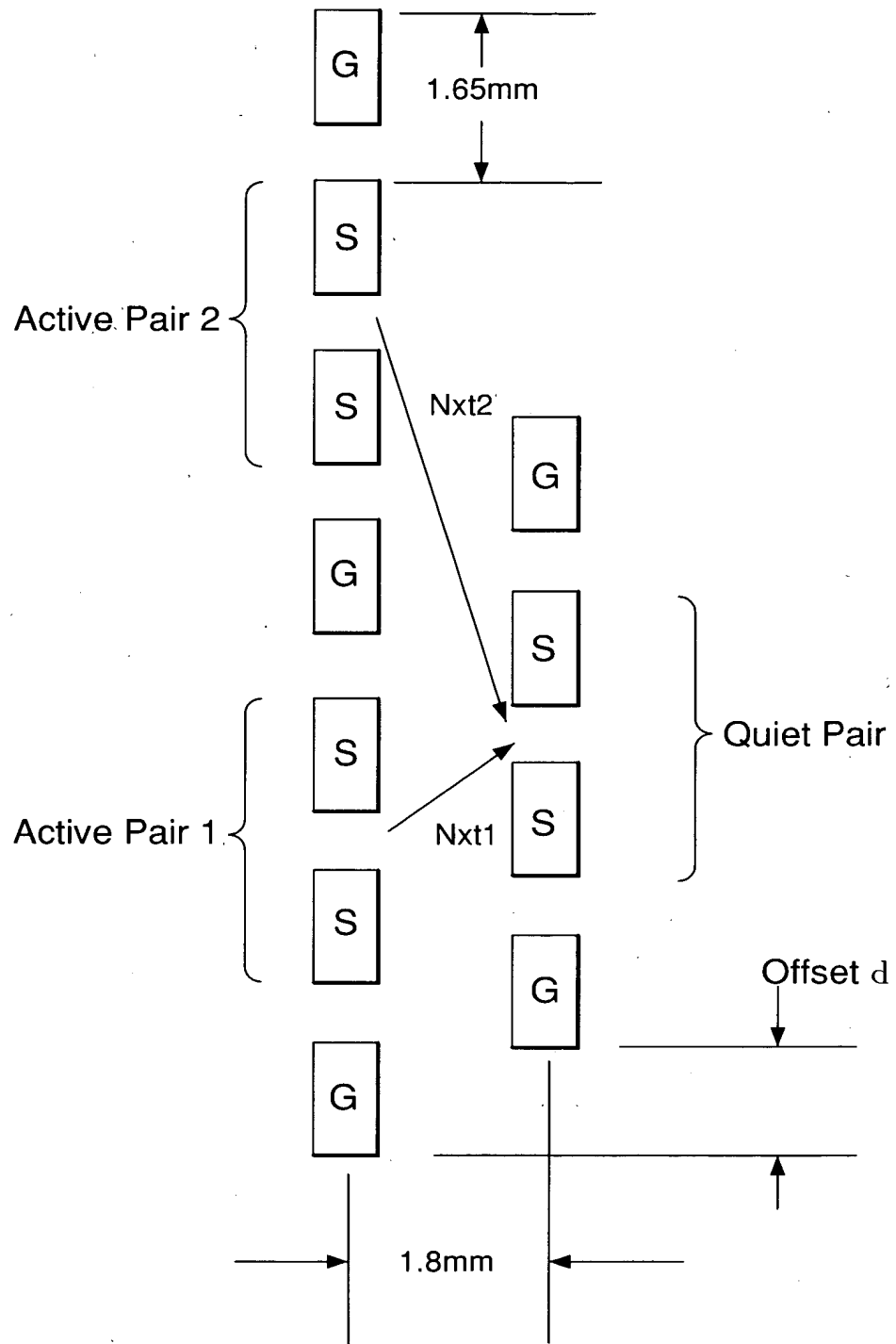


FIG. 3A

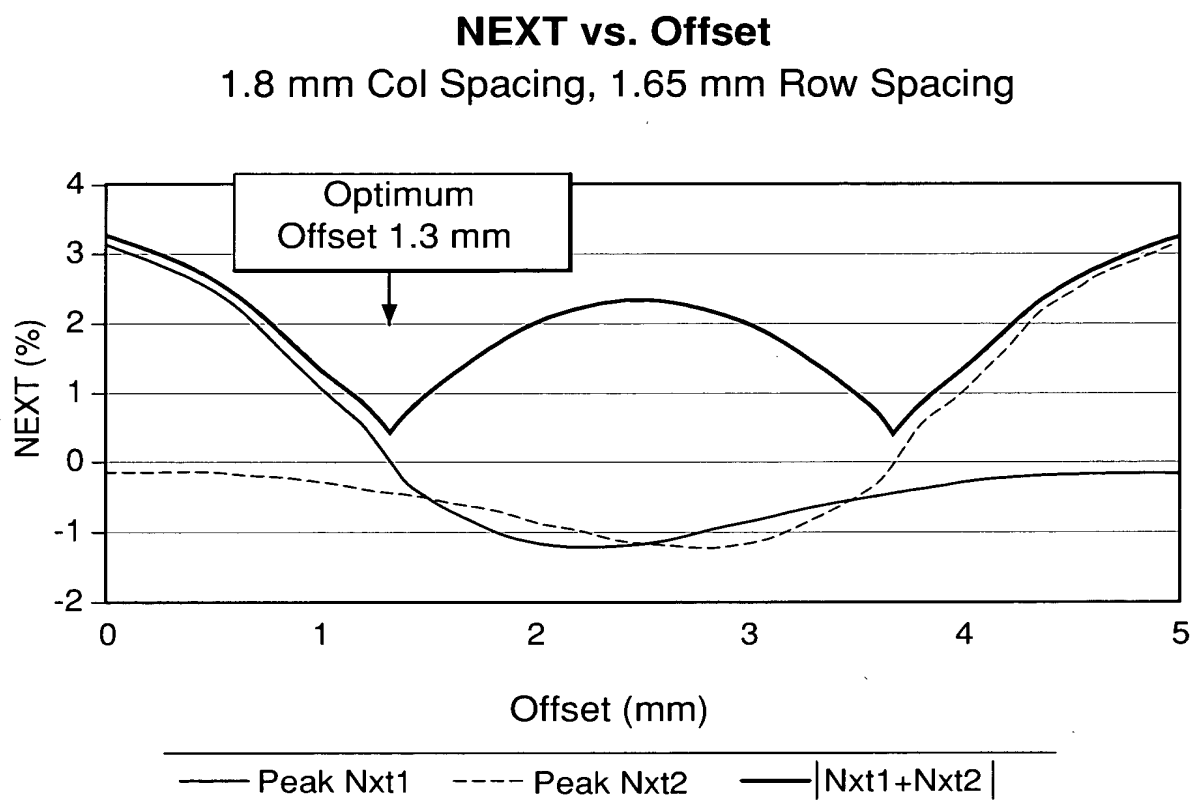


FIG. 3B

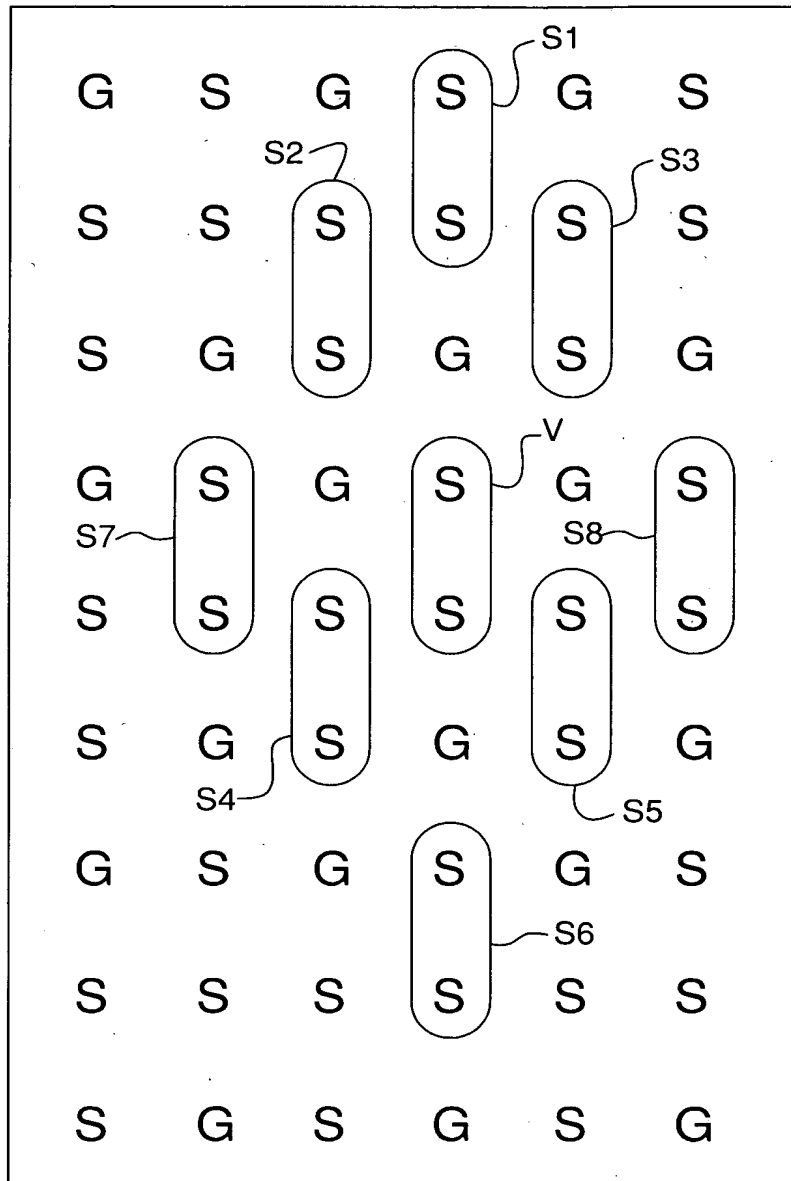


FIG. 3C

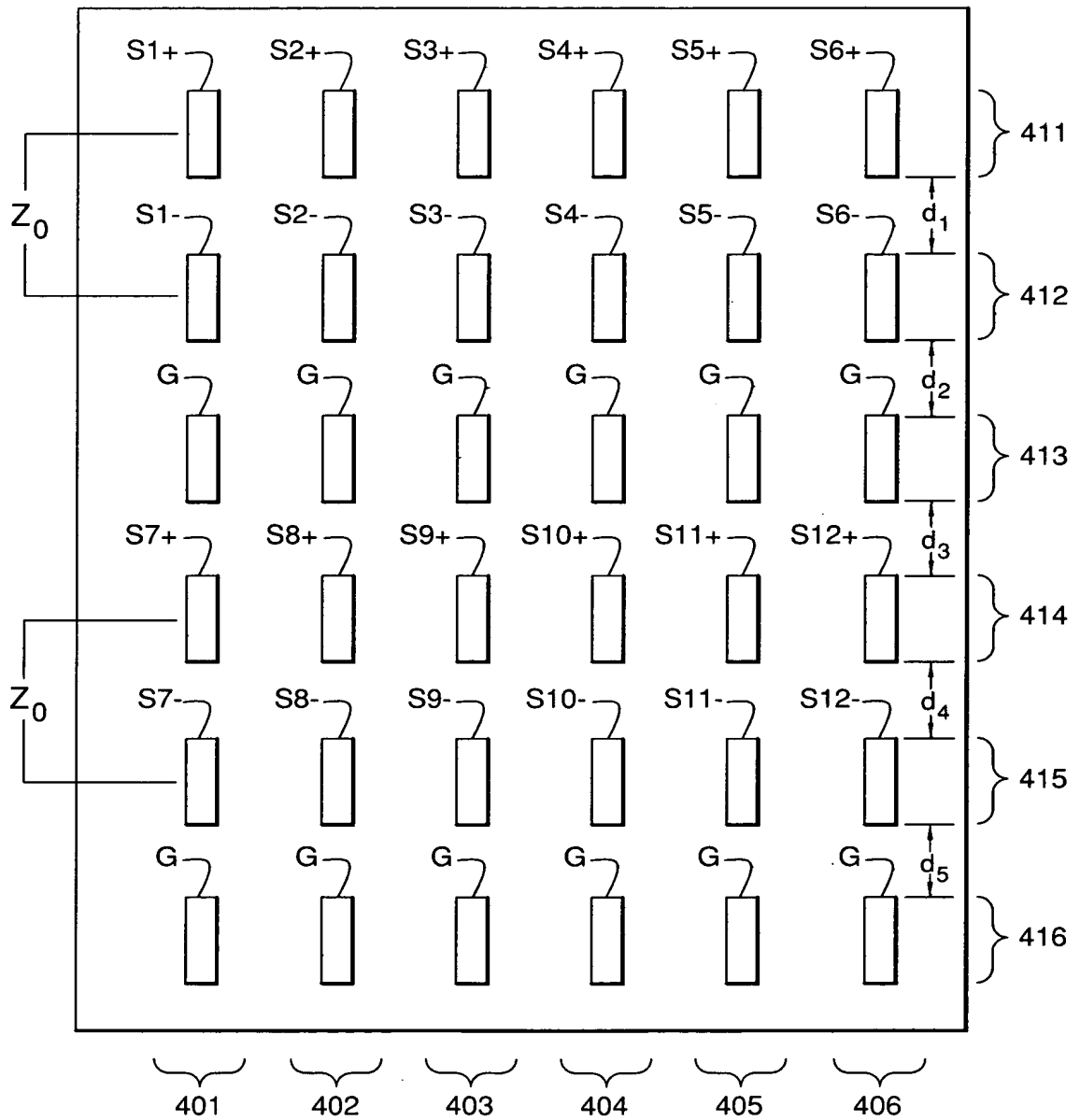


FIG. 4A

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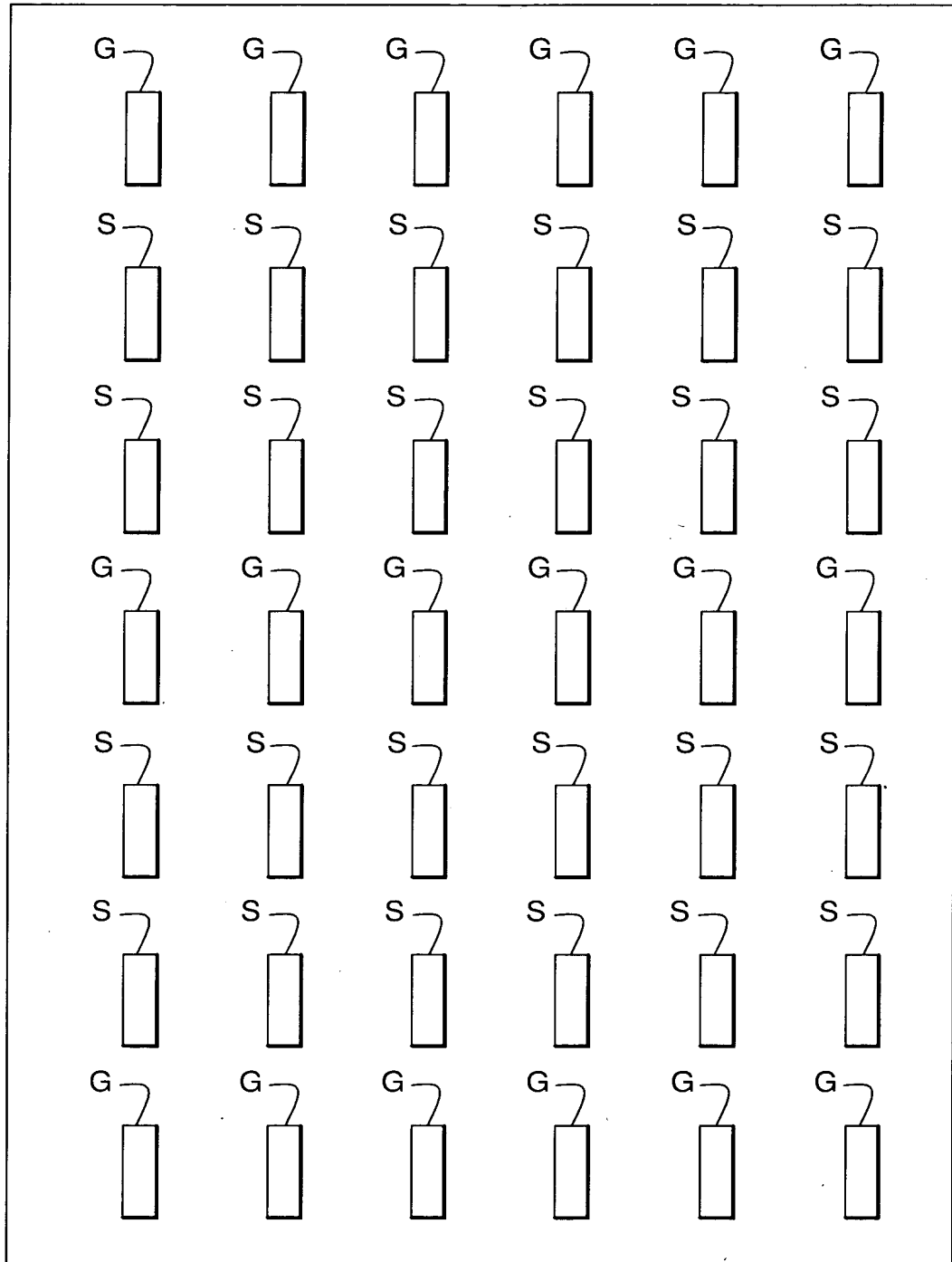


FIG. 4B

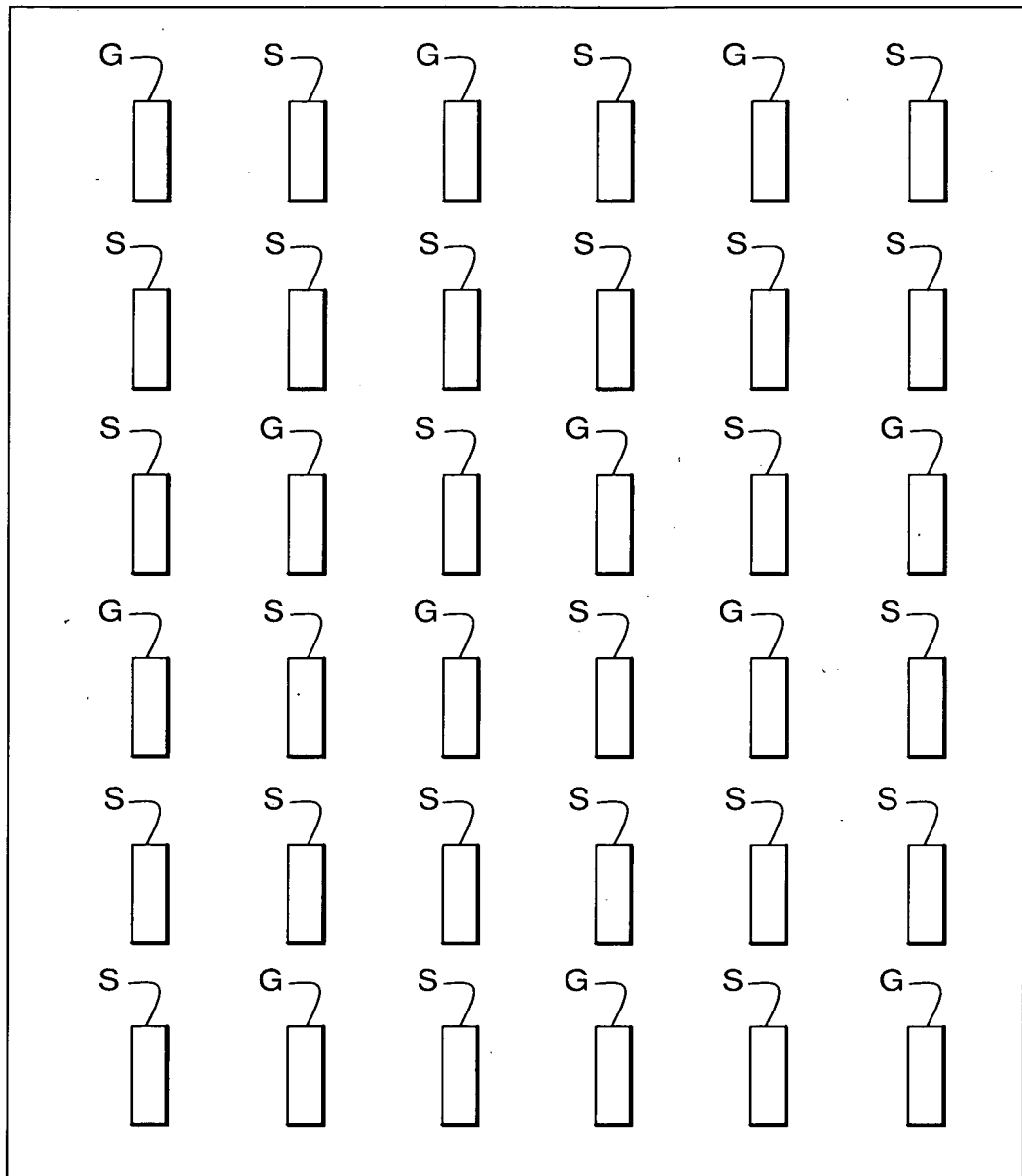


FIG. 4C

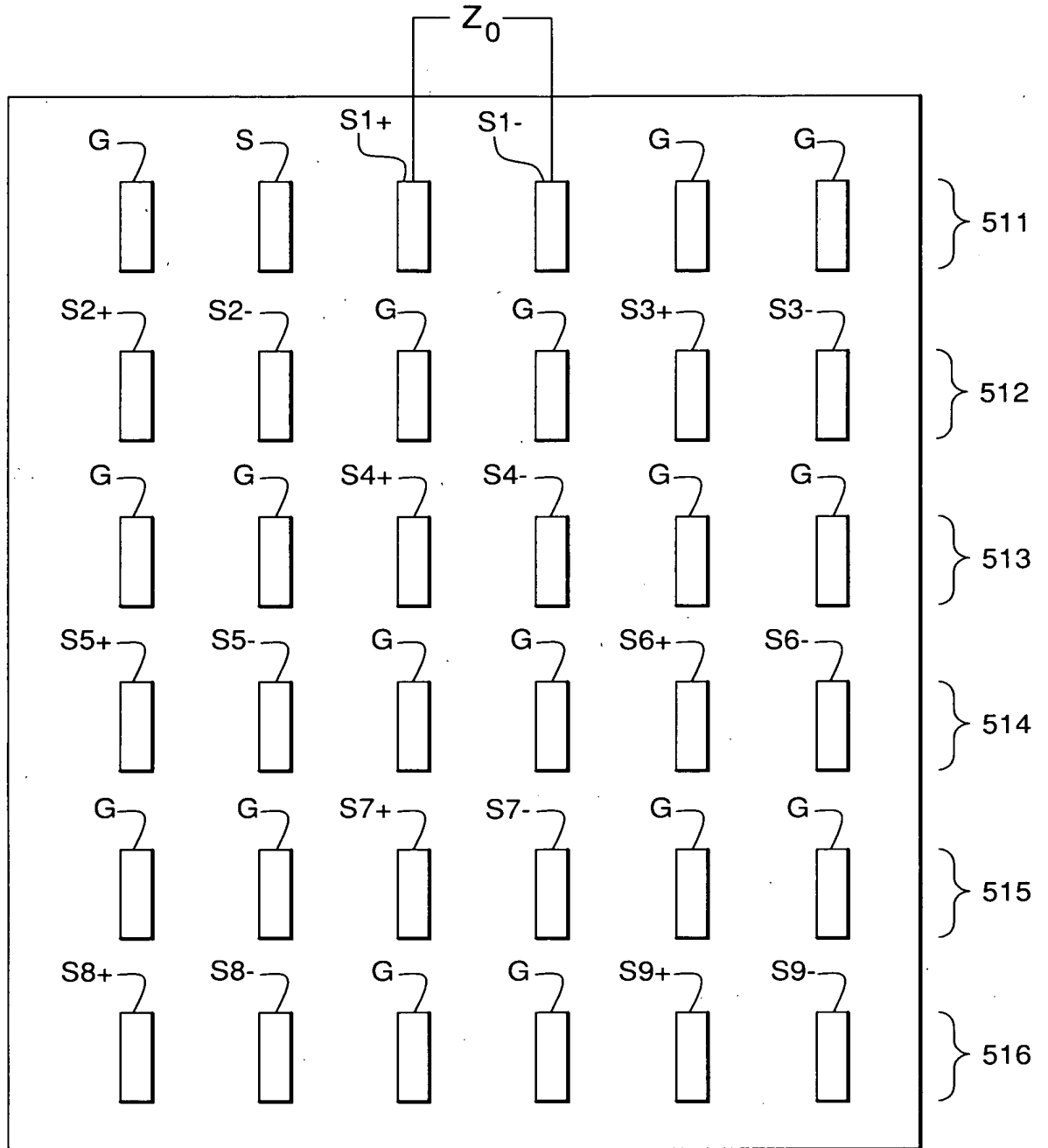


FIG. 5

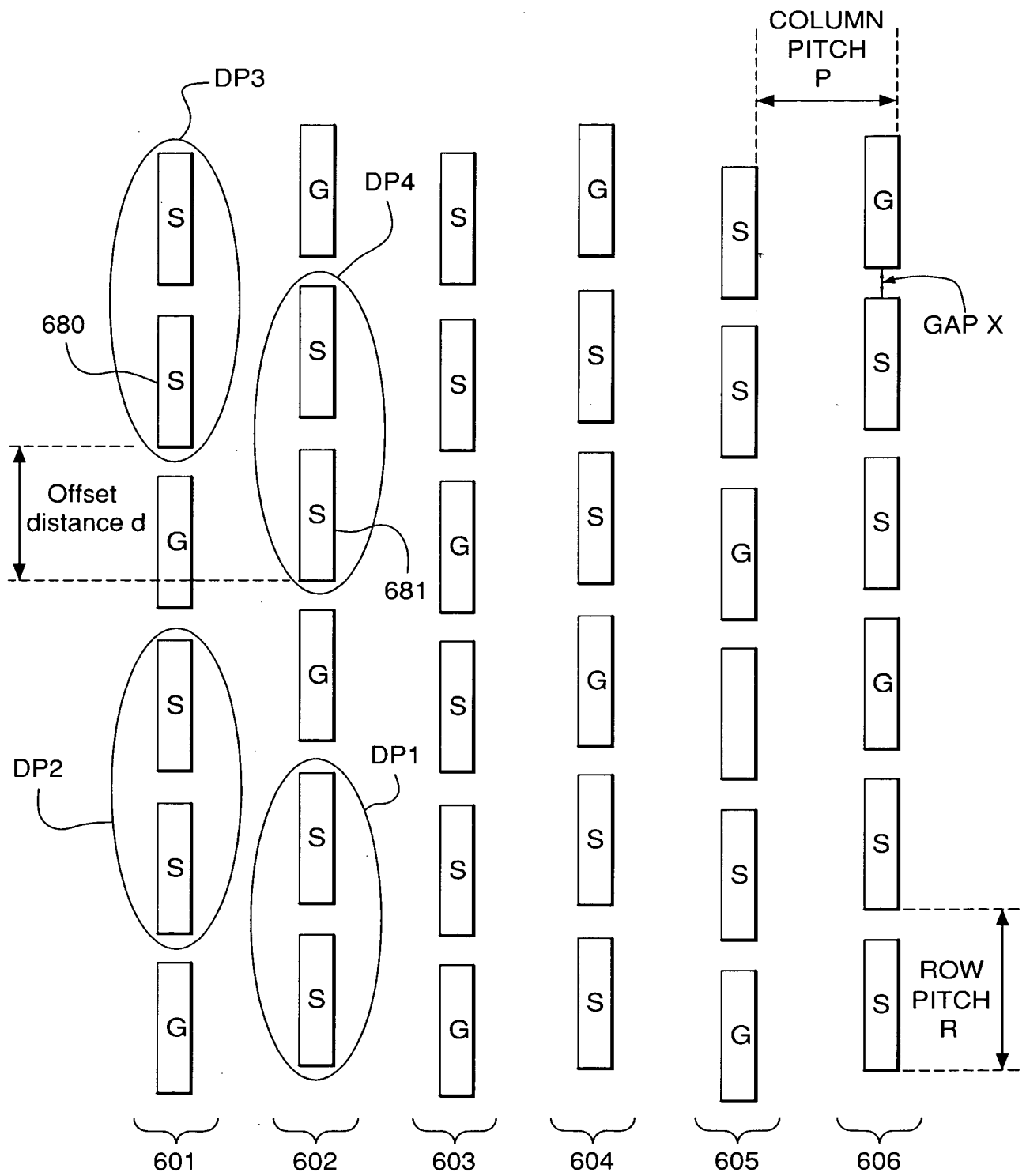


FIG. 6

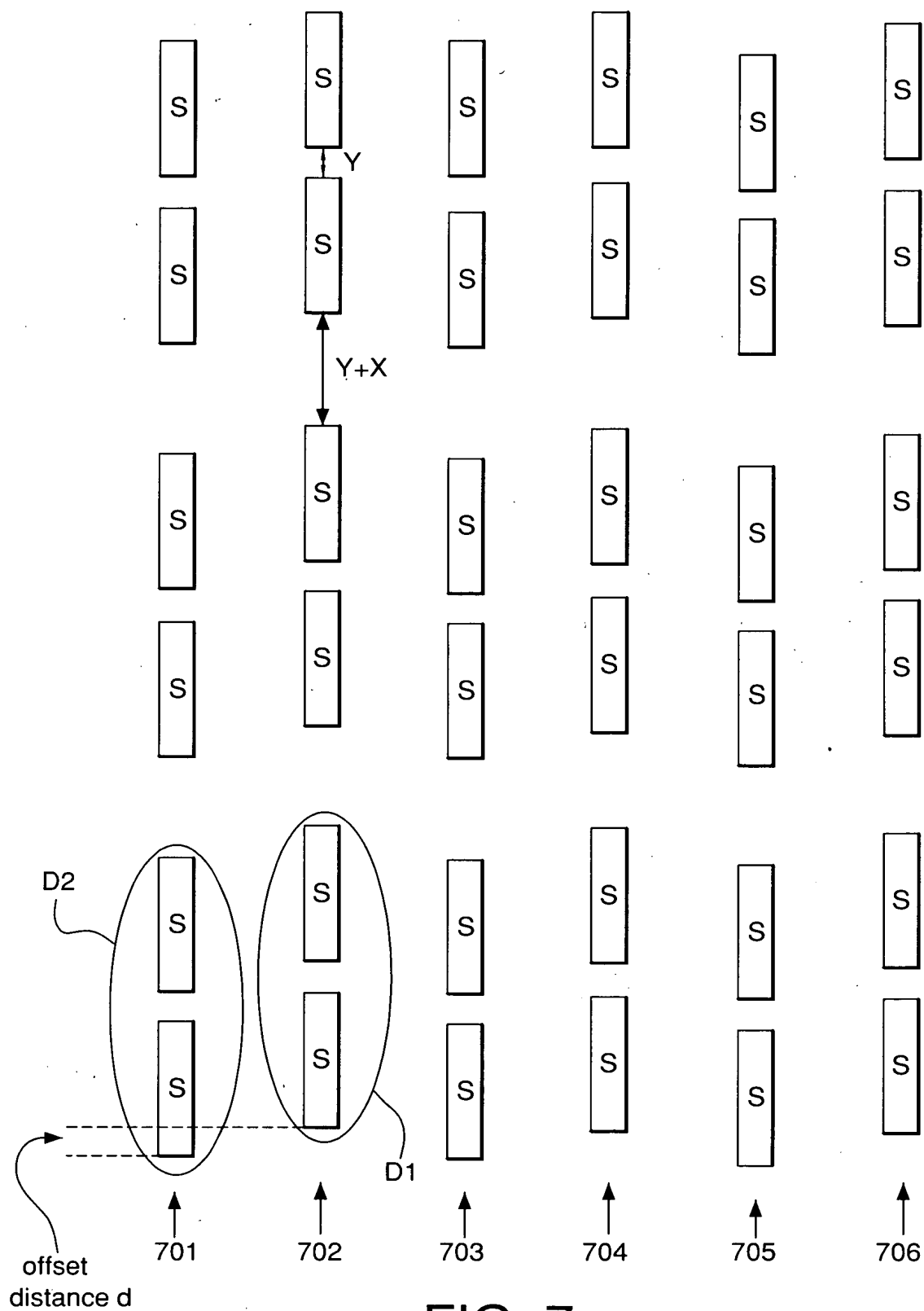


FIG. 7

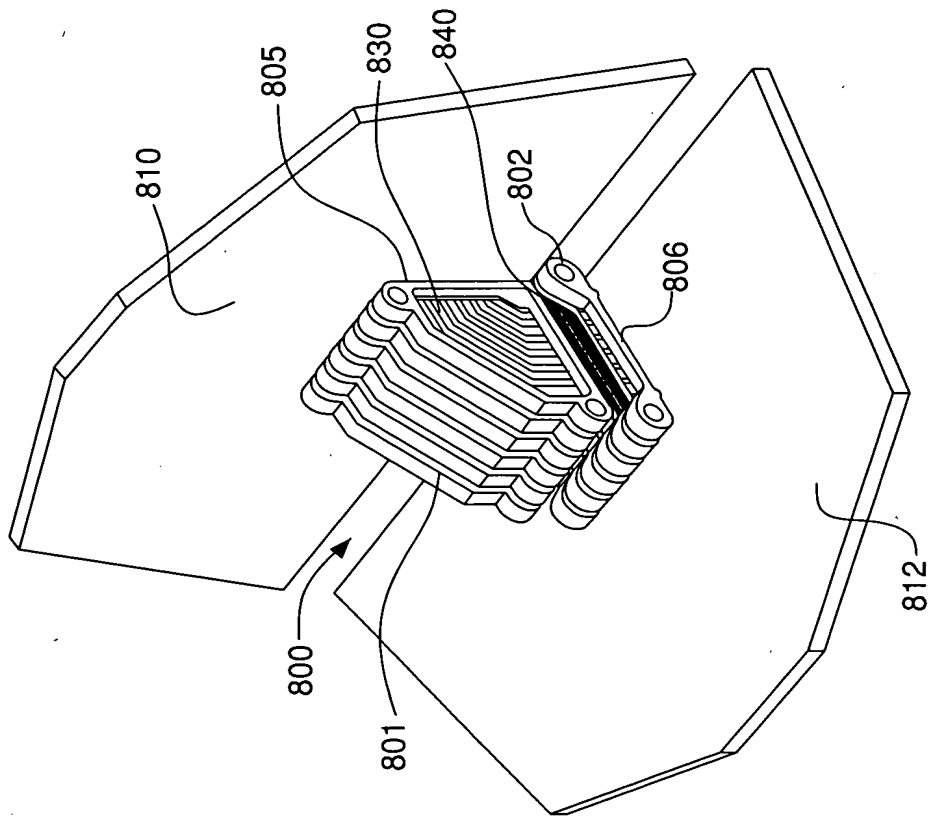


FIG. 8

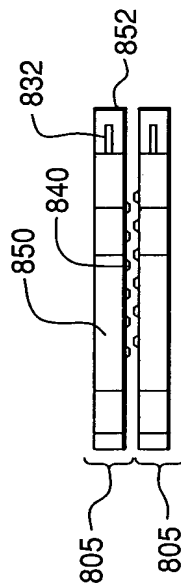


FIG. 11

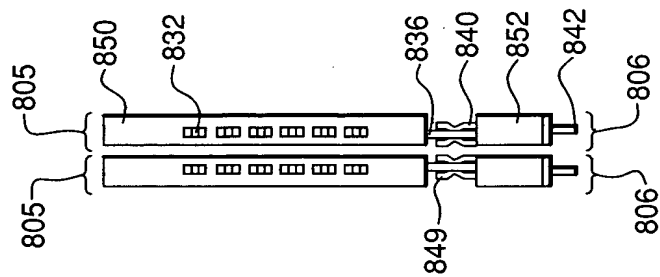


FIG. 10

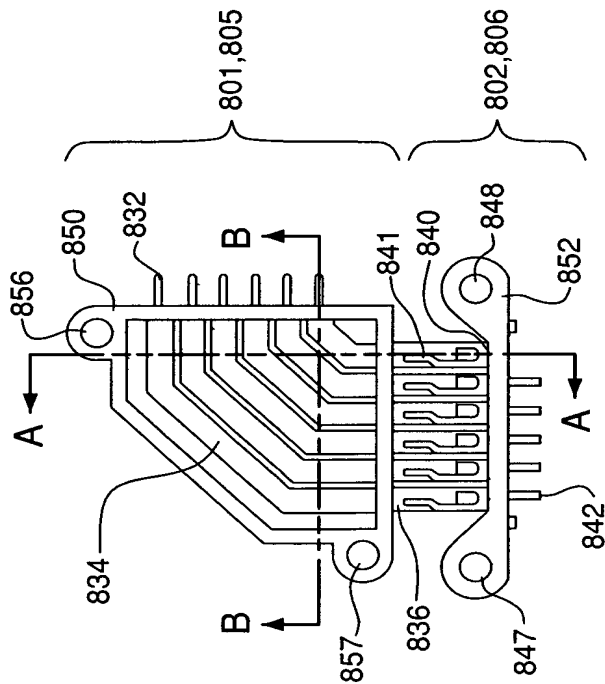


FIG. 9

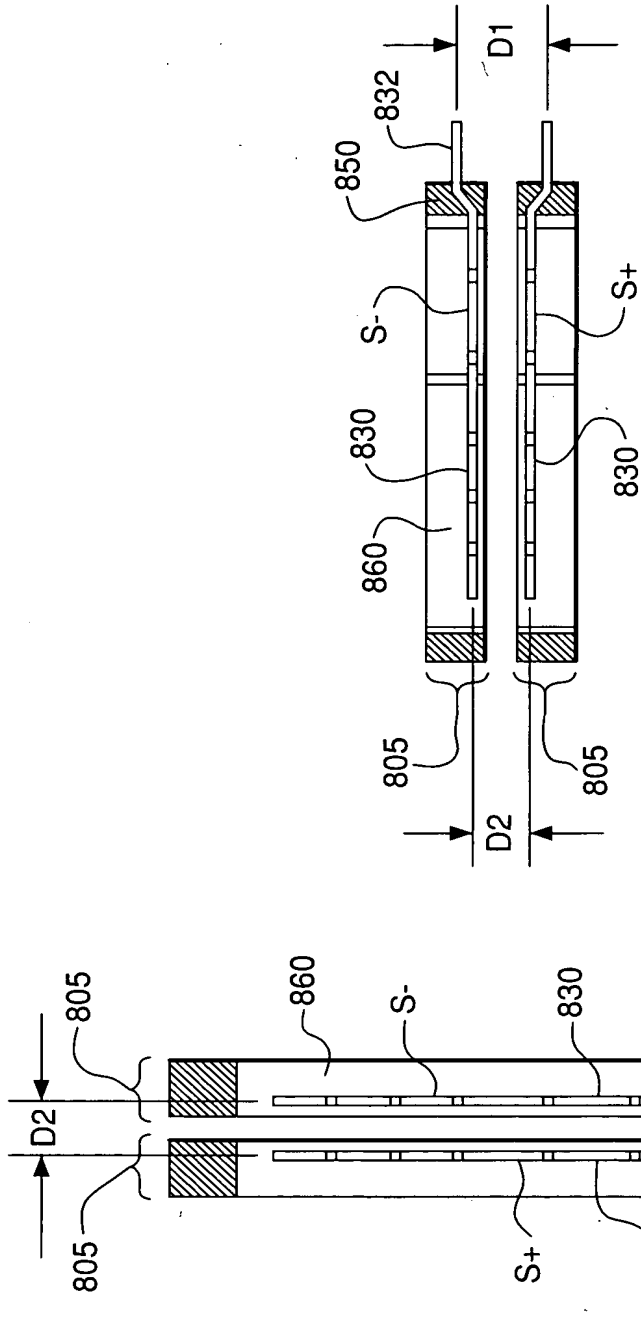


FIG. 13A

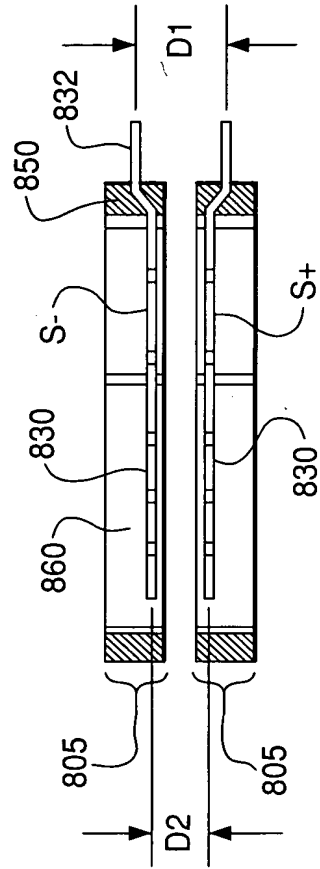


FIG. 12

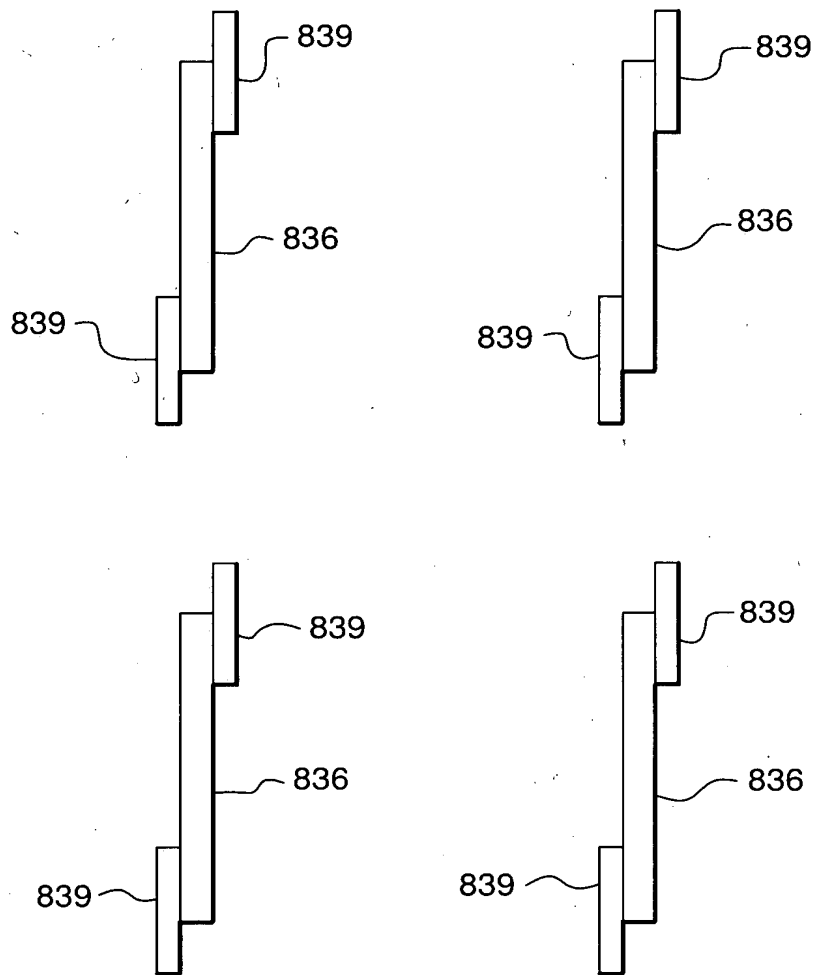


FIG. 13B

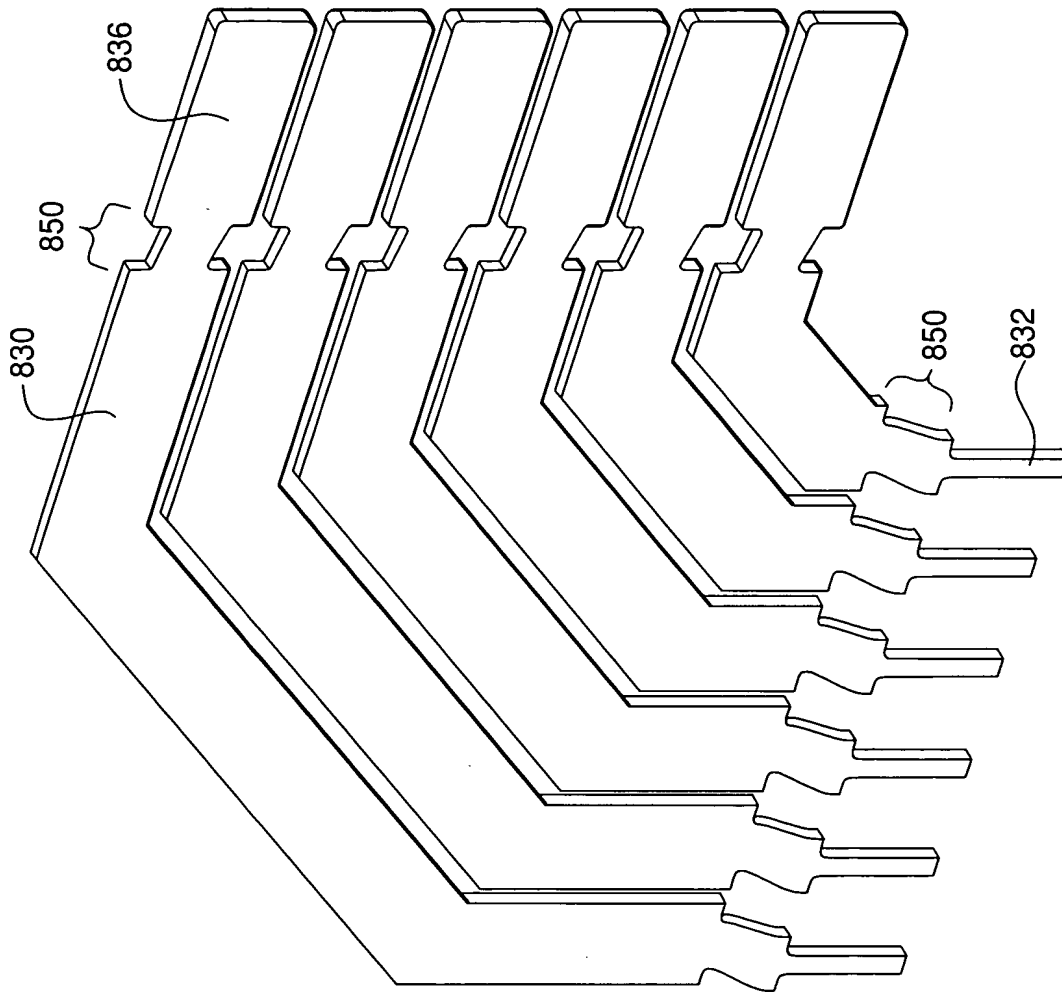


FIG. 14

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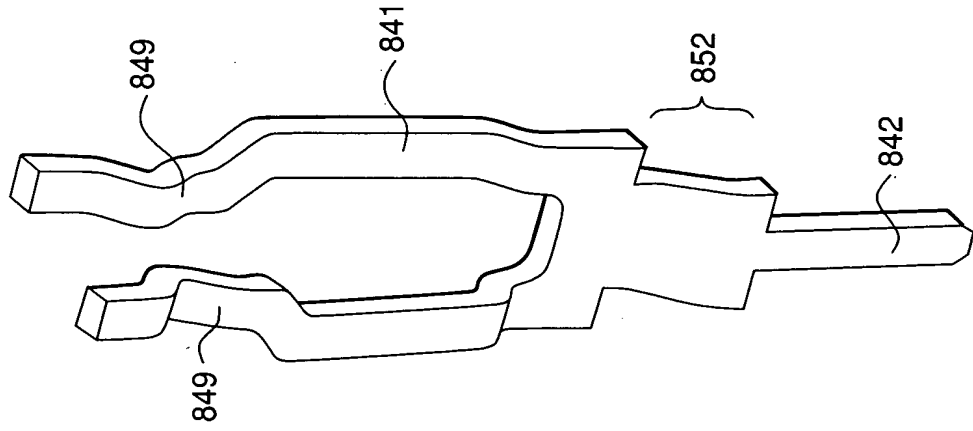


FIG. 15

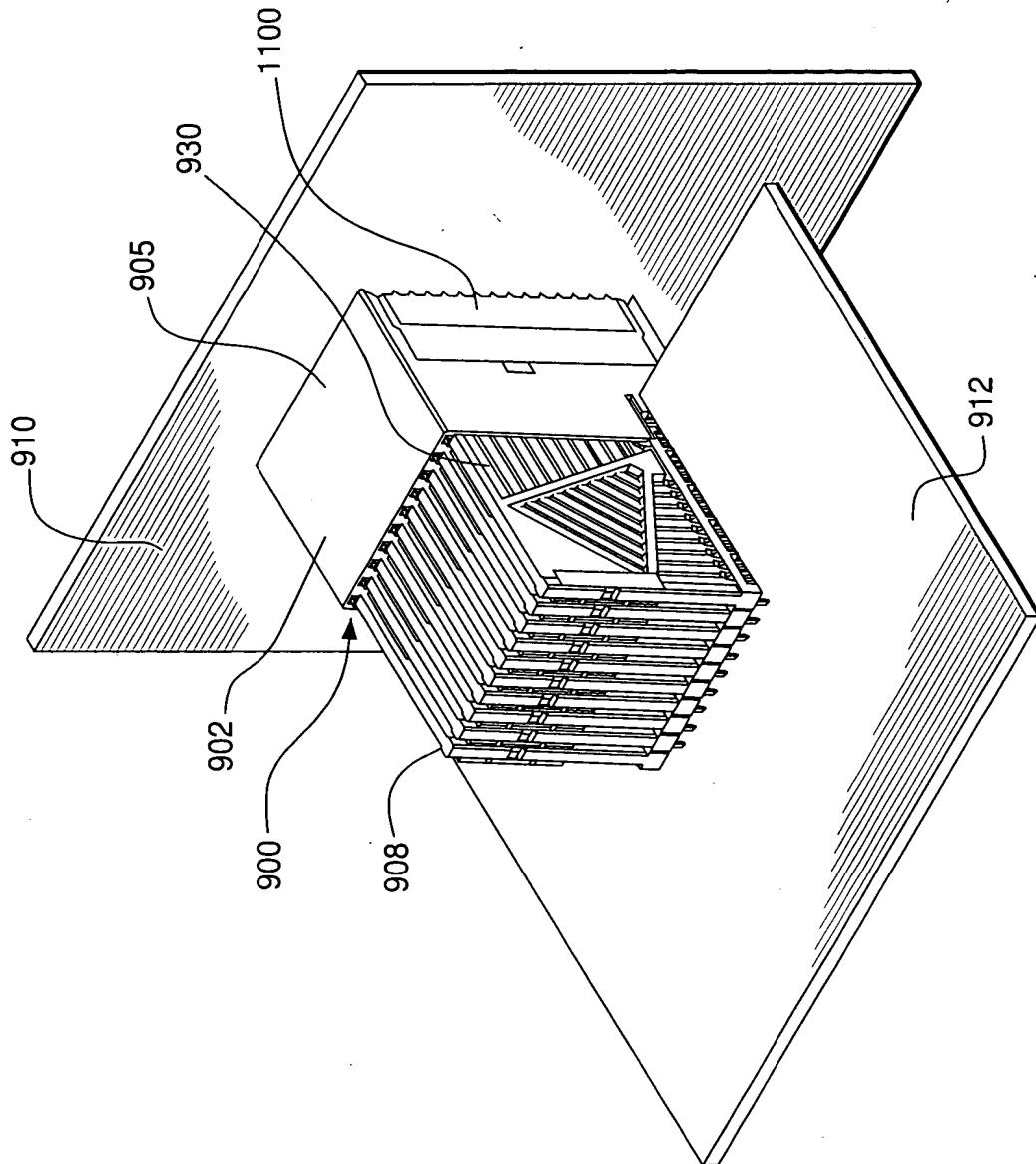


FIG. 16A

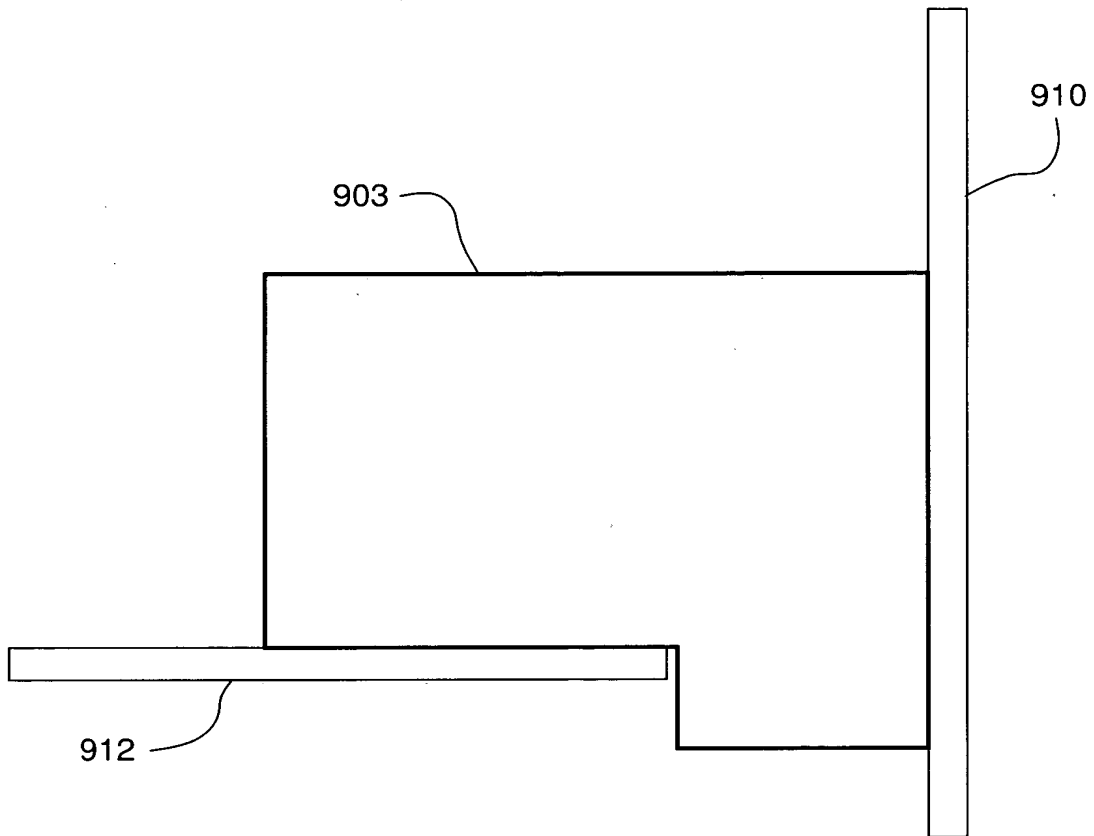


FIG. 16B

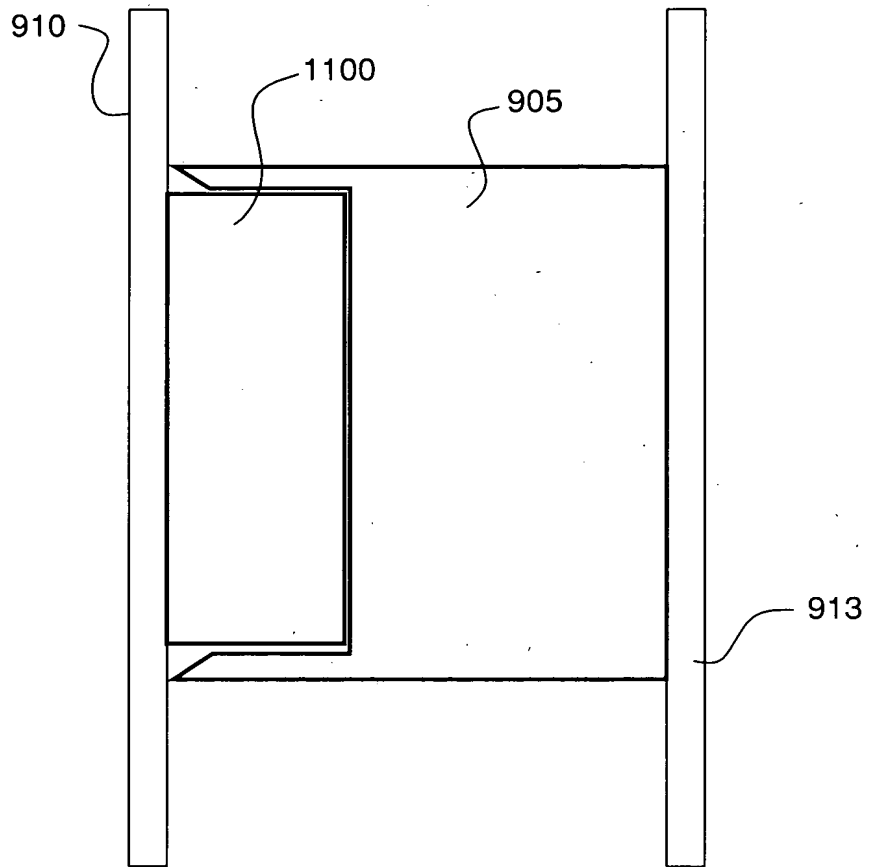


FIG. 16C

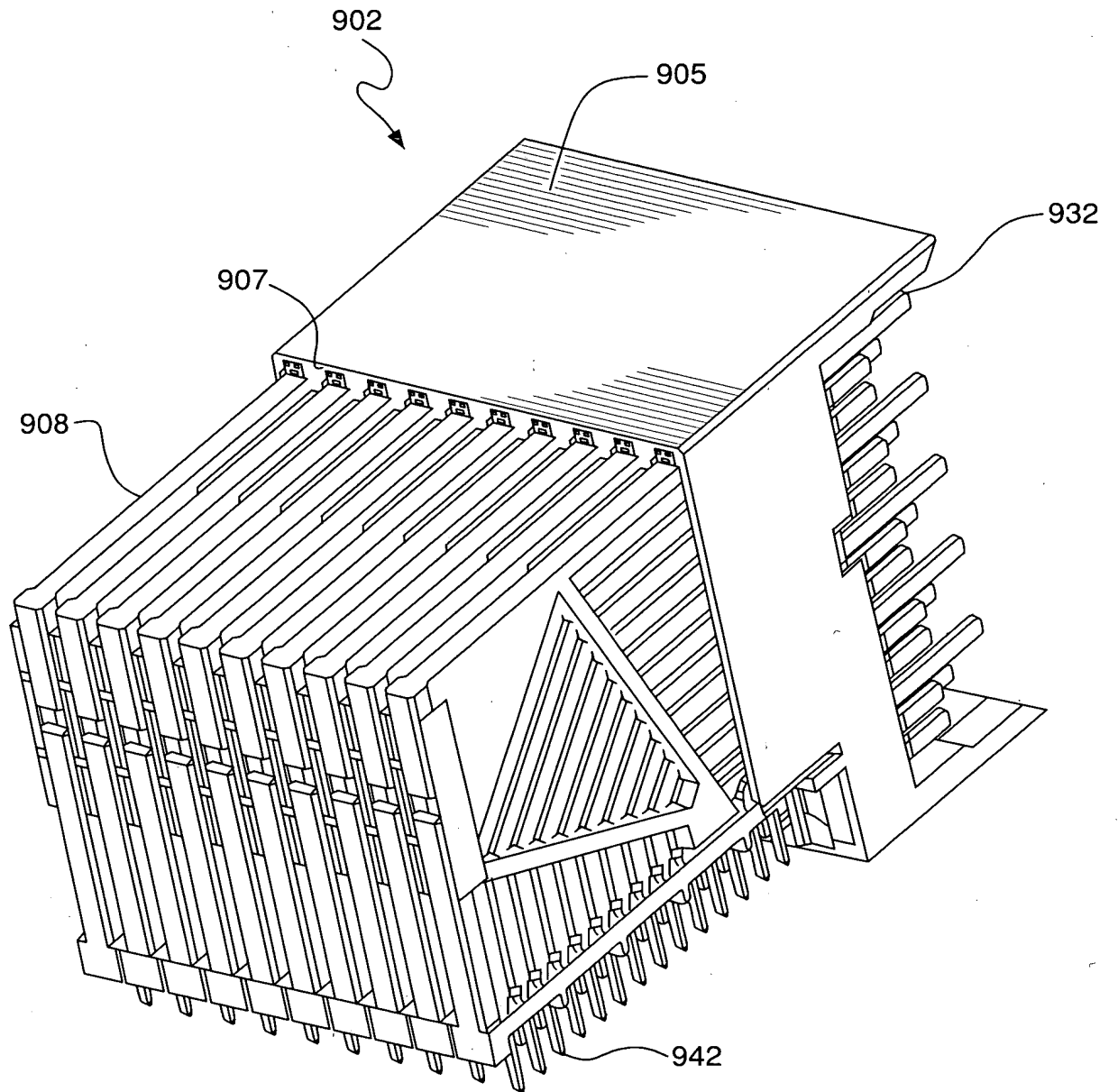


FIG. 17

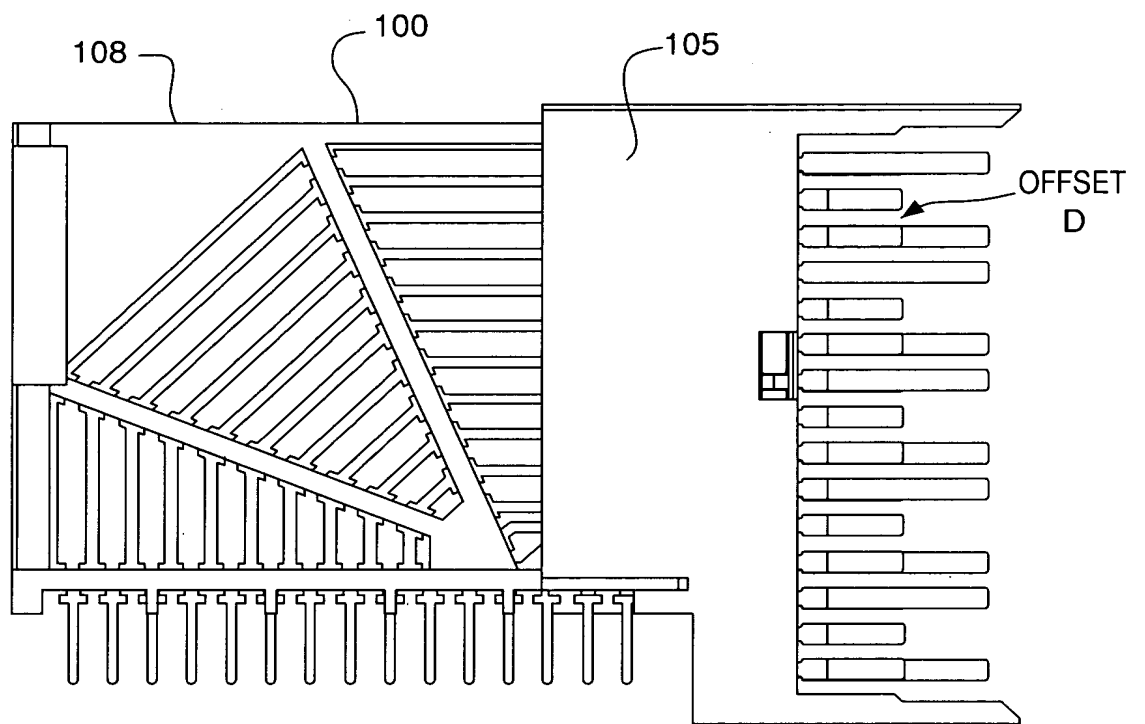


FIG. 18

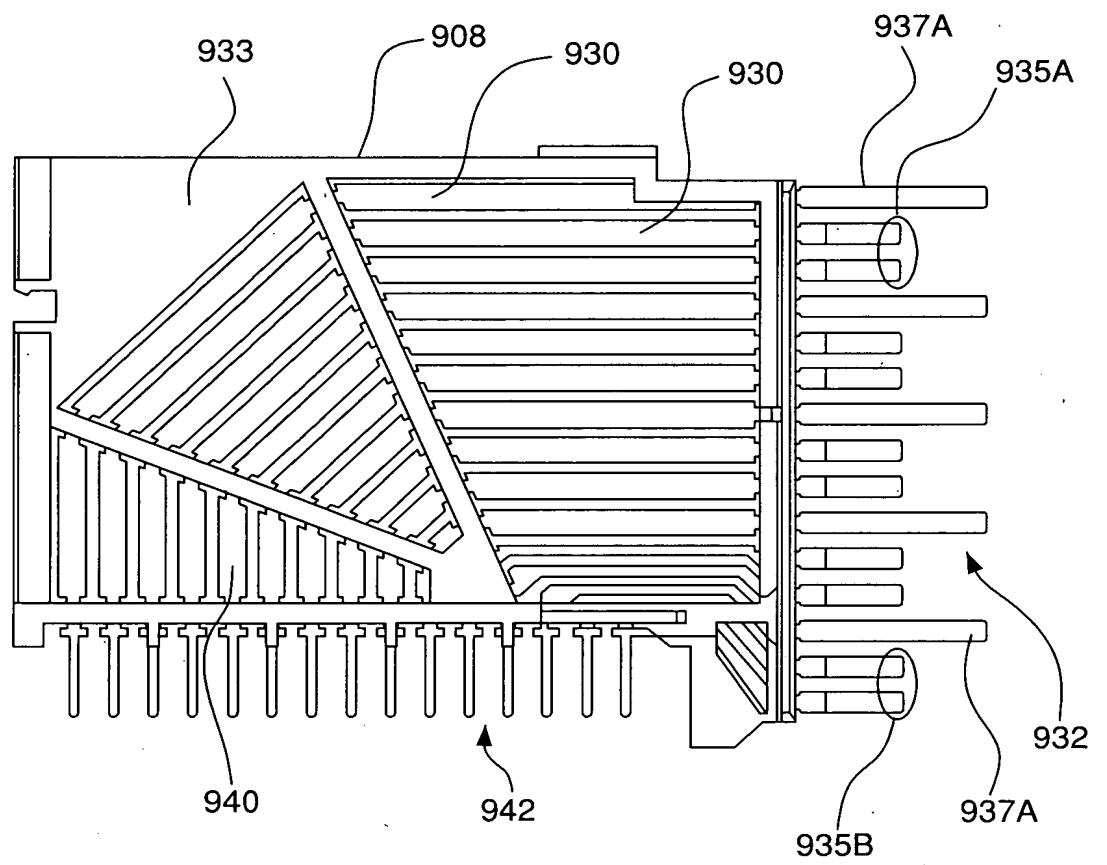


FIG. 19A

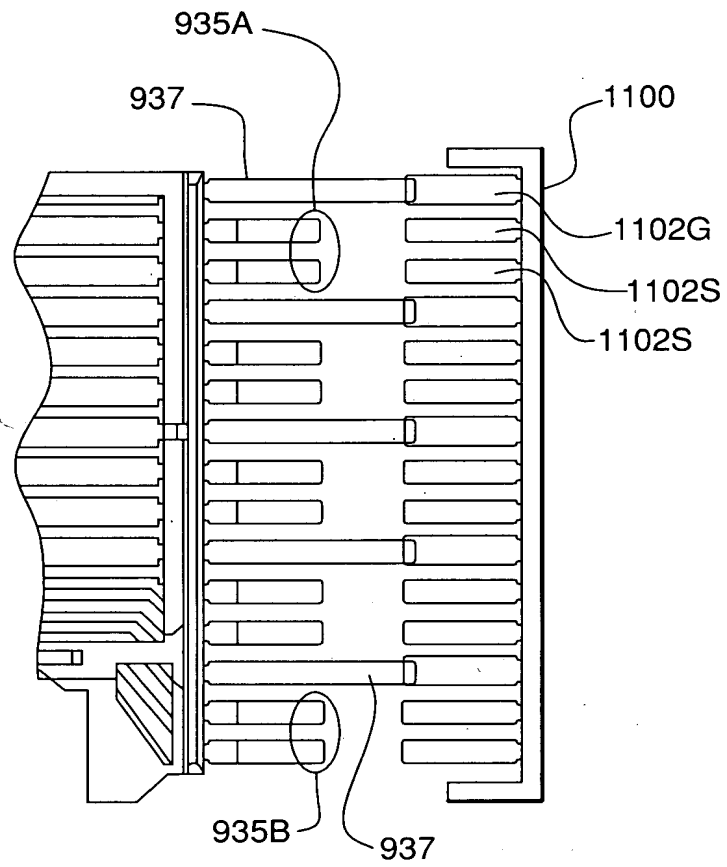


FIG. 19B

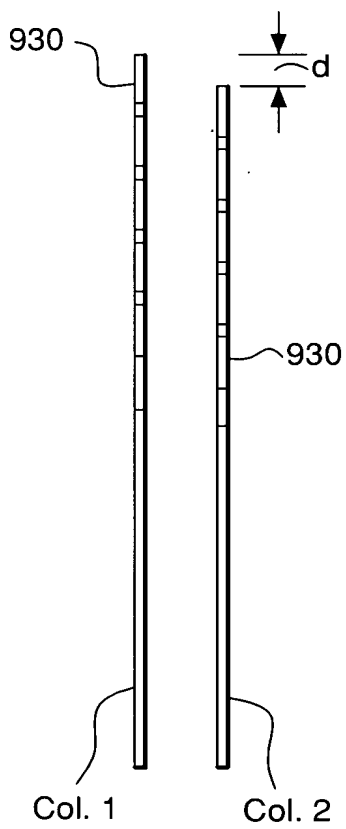


FIG. 20

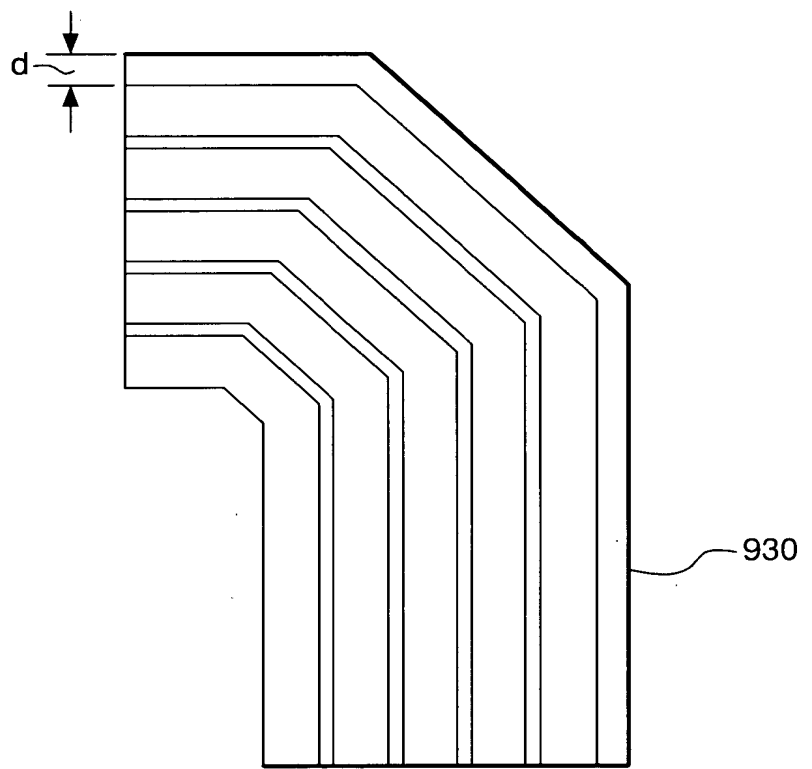


FIG. 21

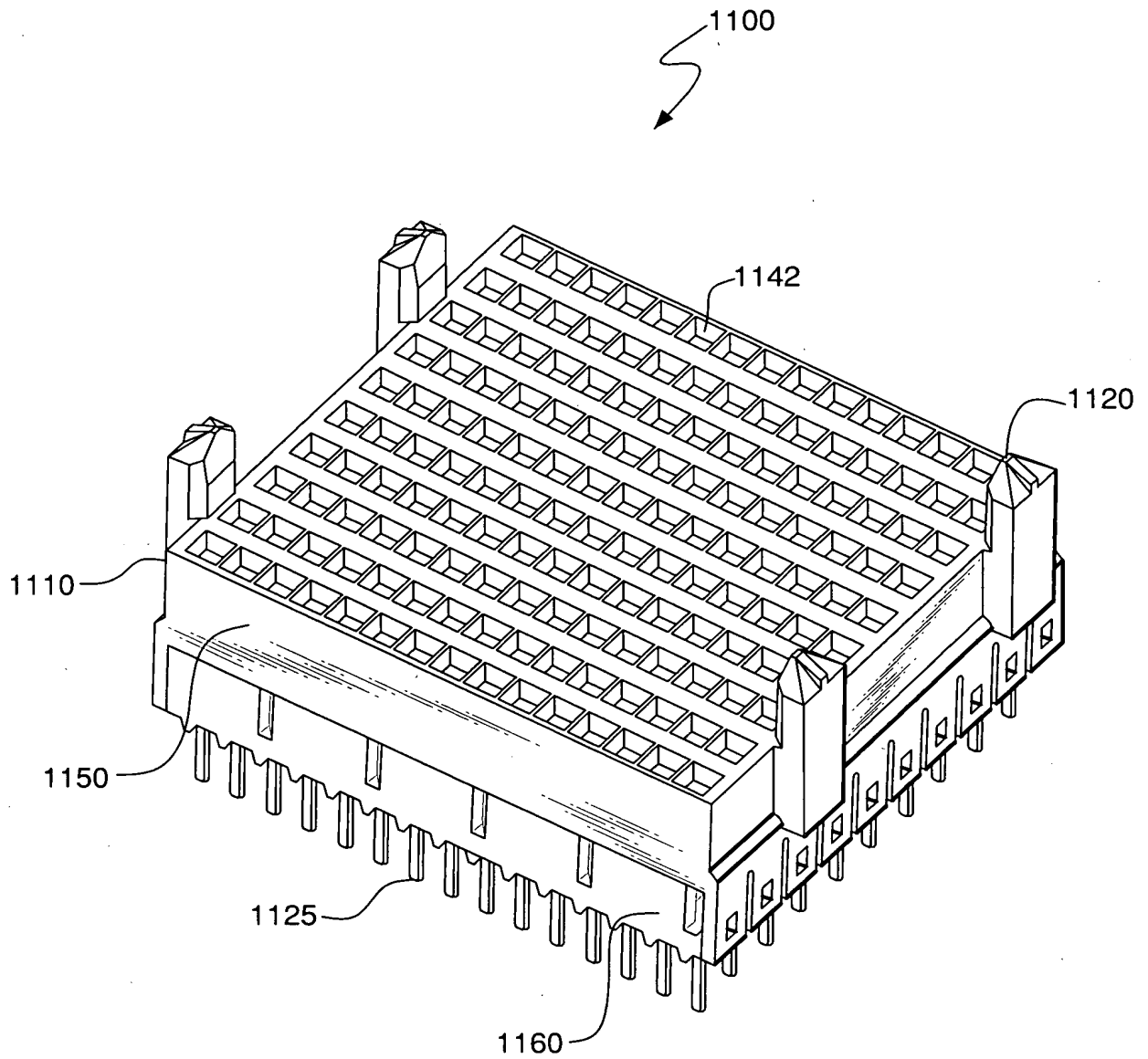


FIG. 22

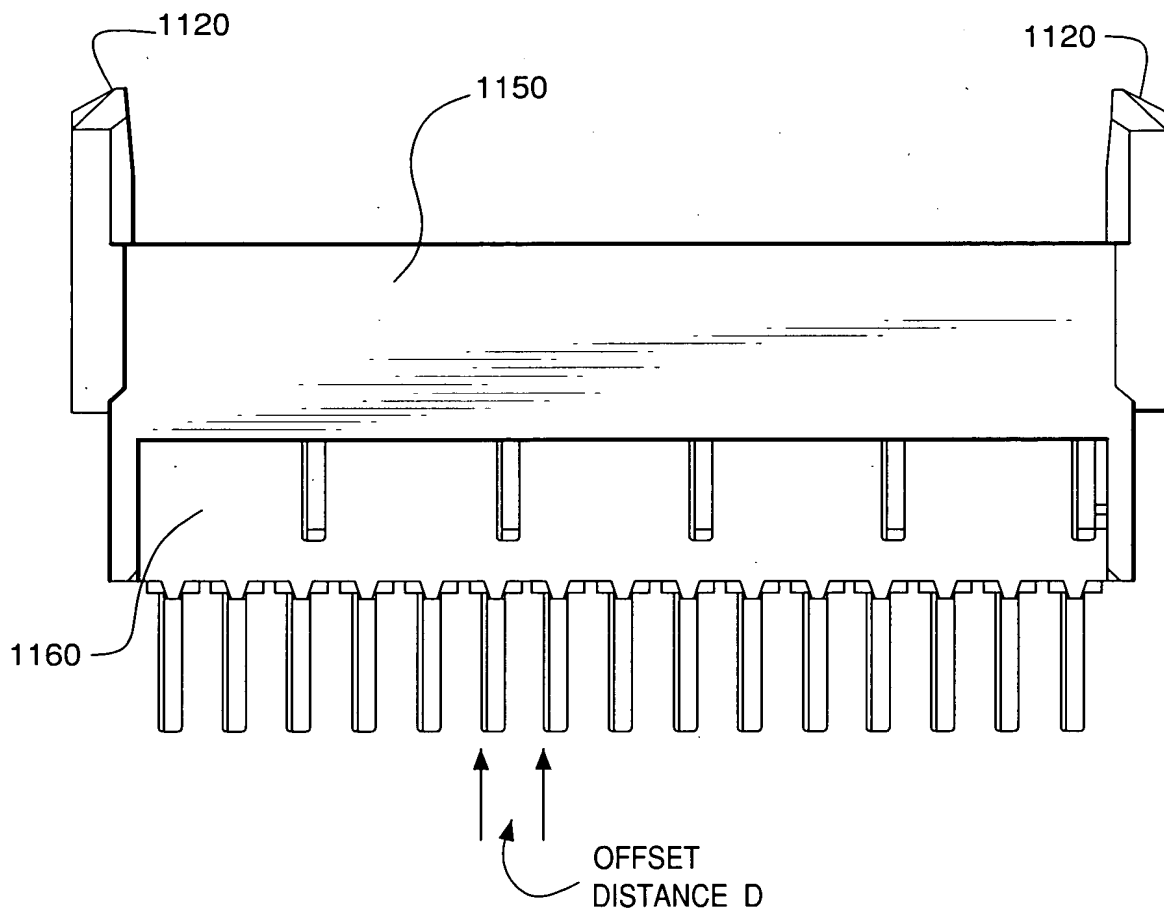


FIG. 23

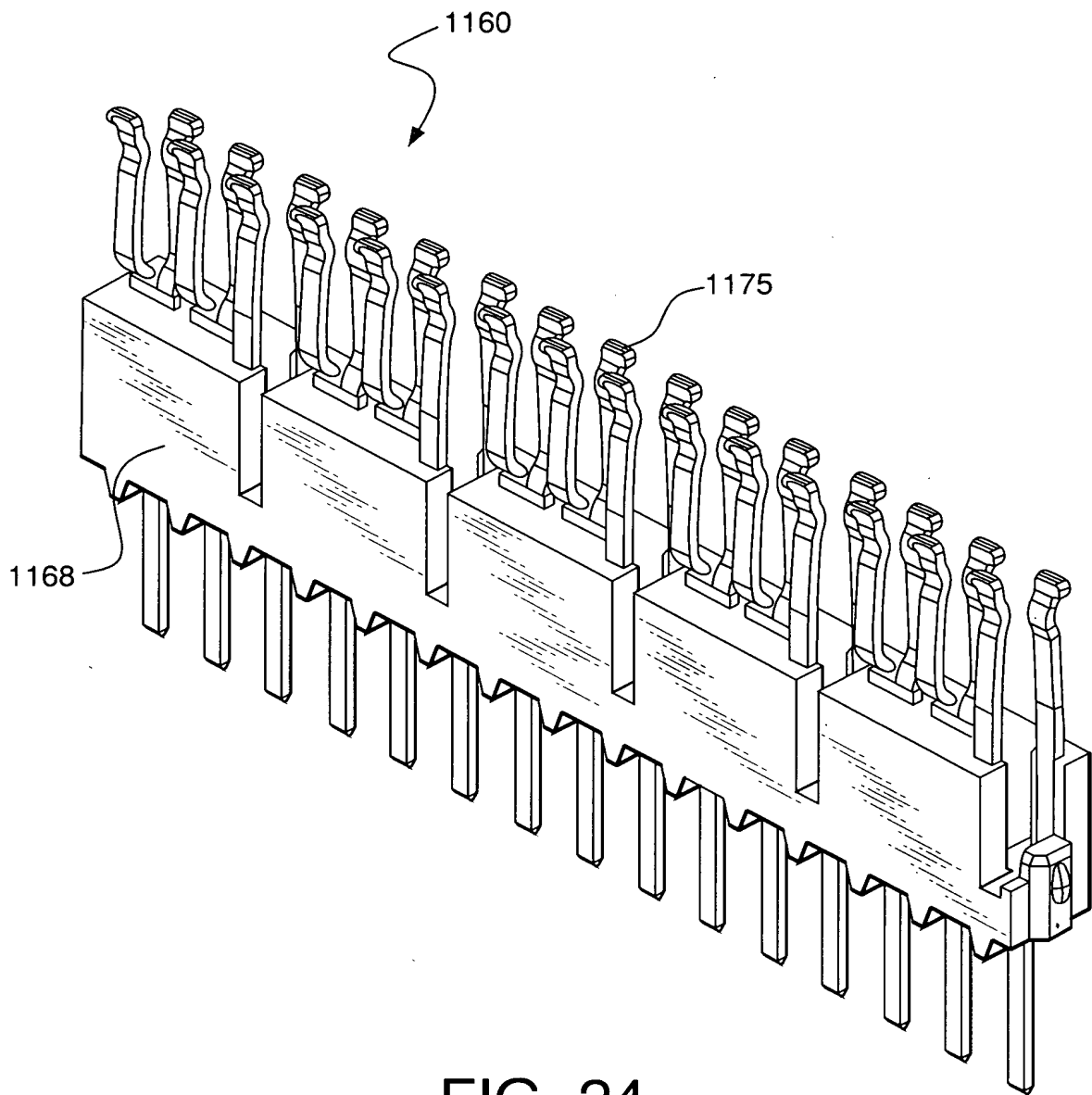


FIG. 24

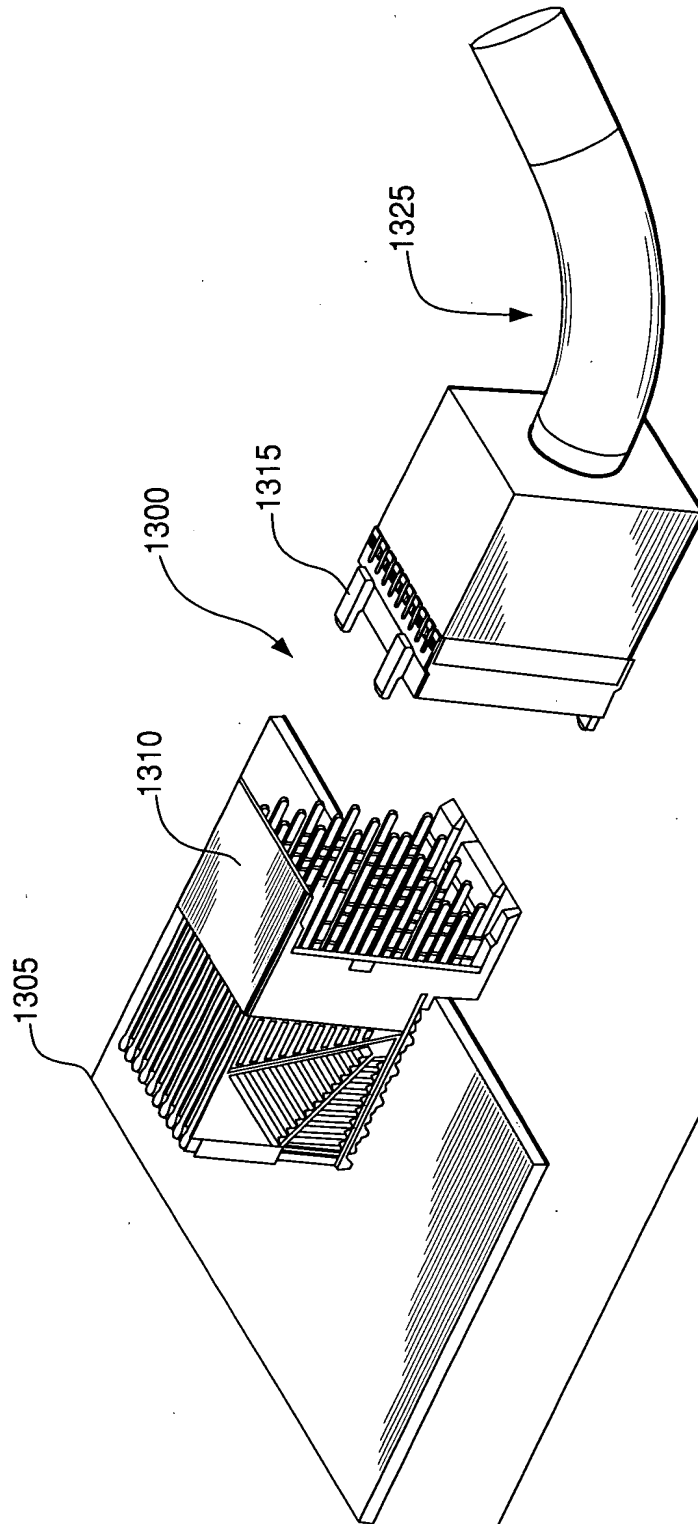


FIG. 25

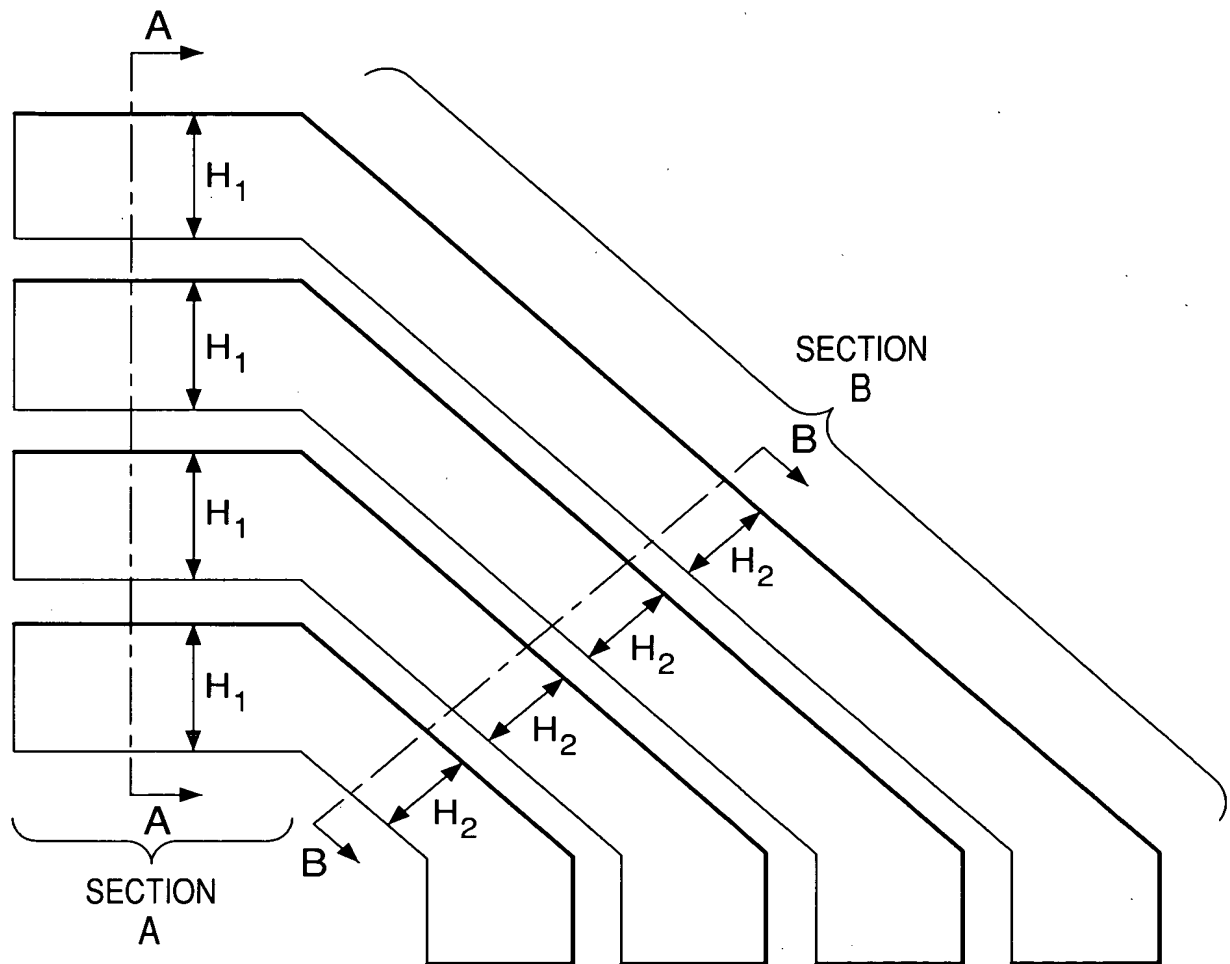
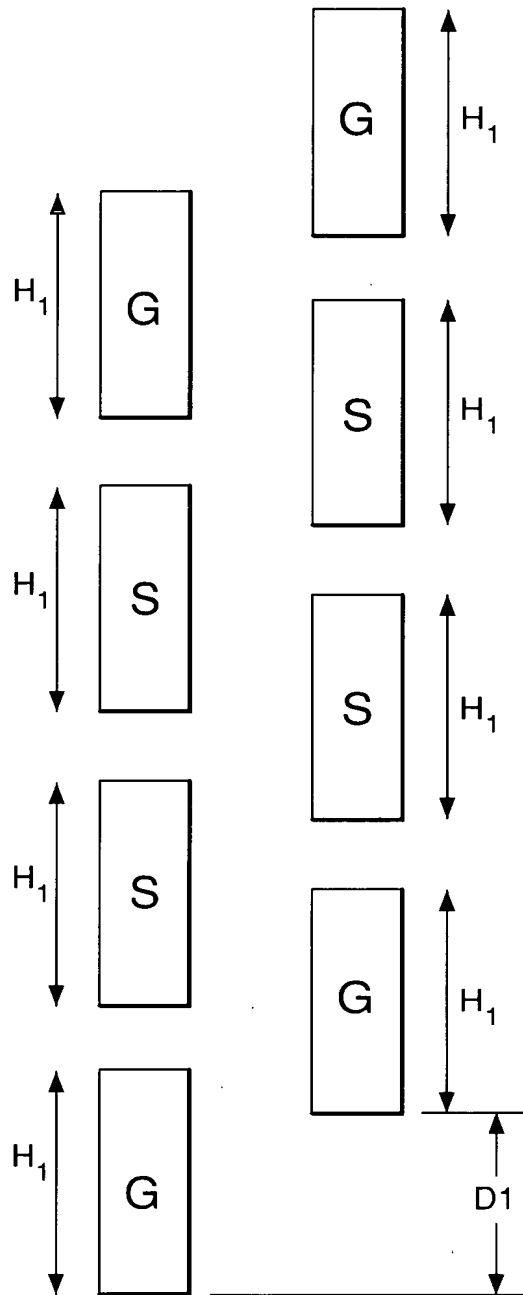
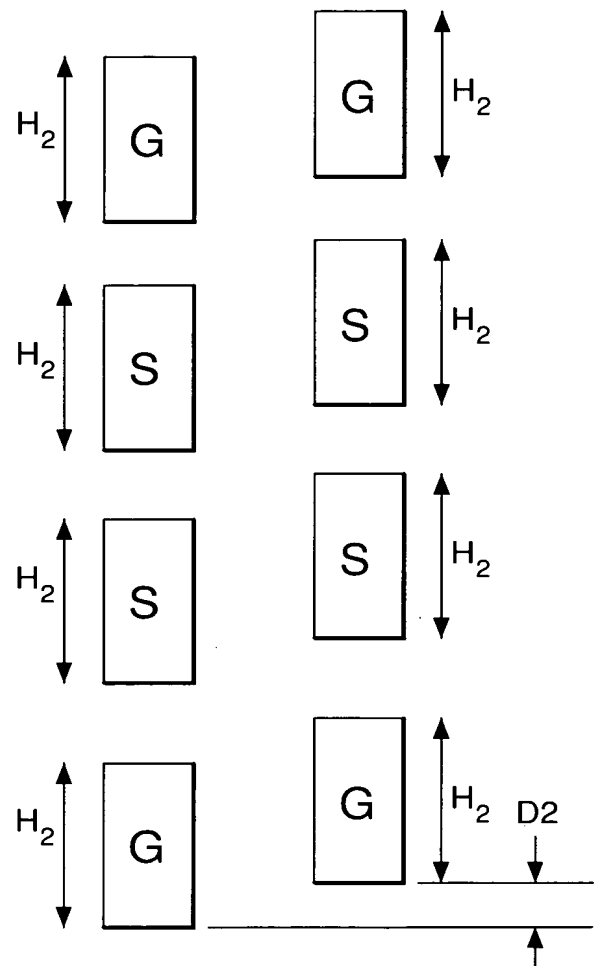


FIG. 26



Section A-A

FIG. 27



Section B-B

FIG. 28

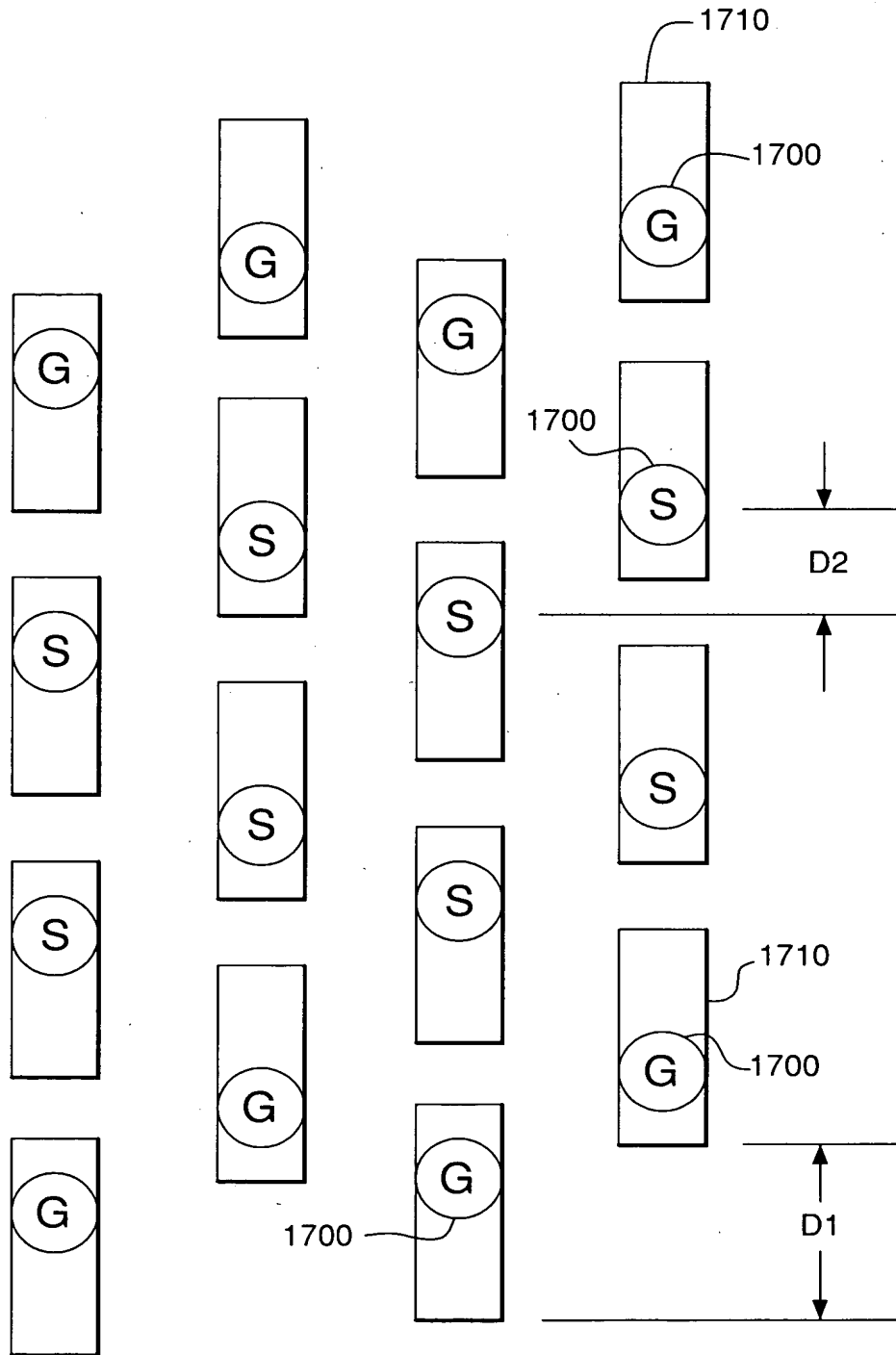


FIG. 29

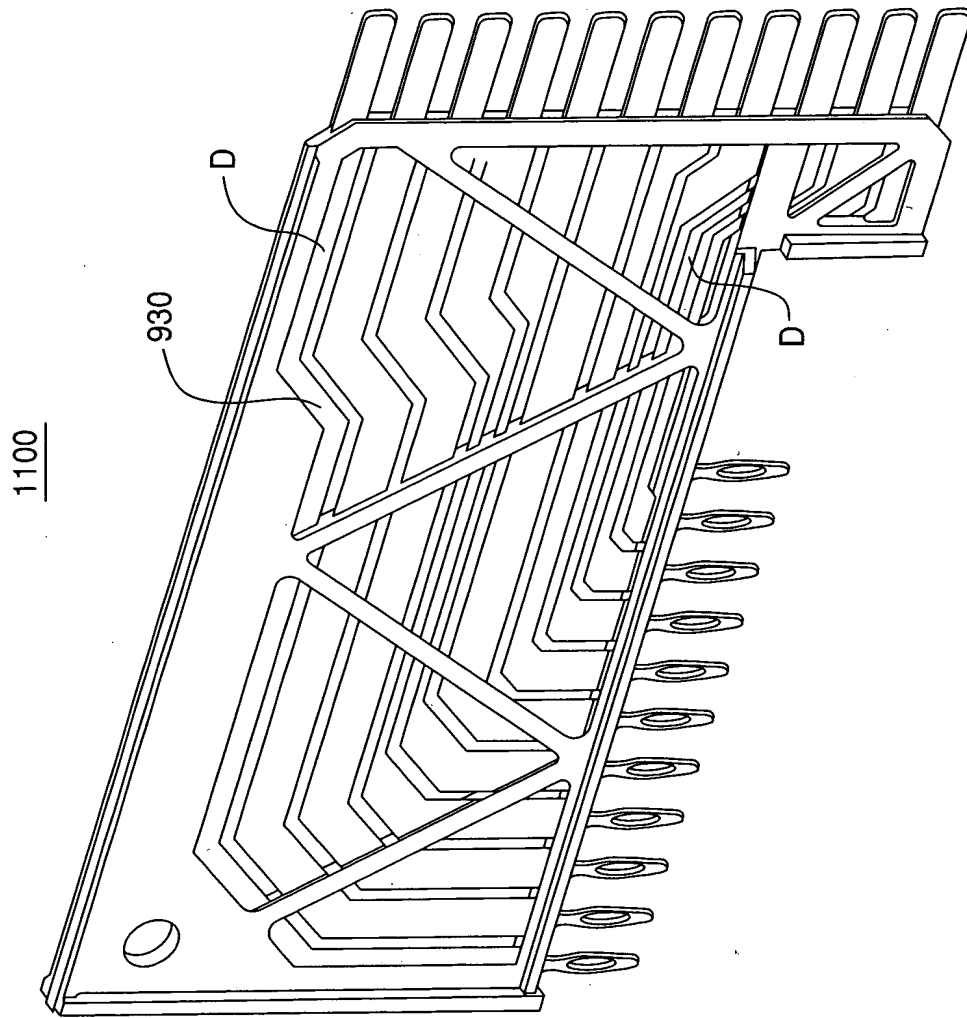


FIG. 30

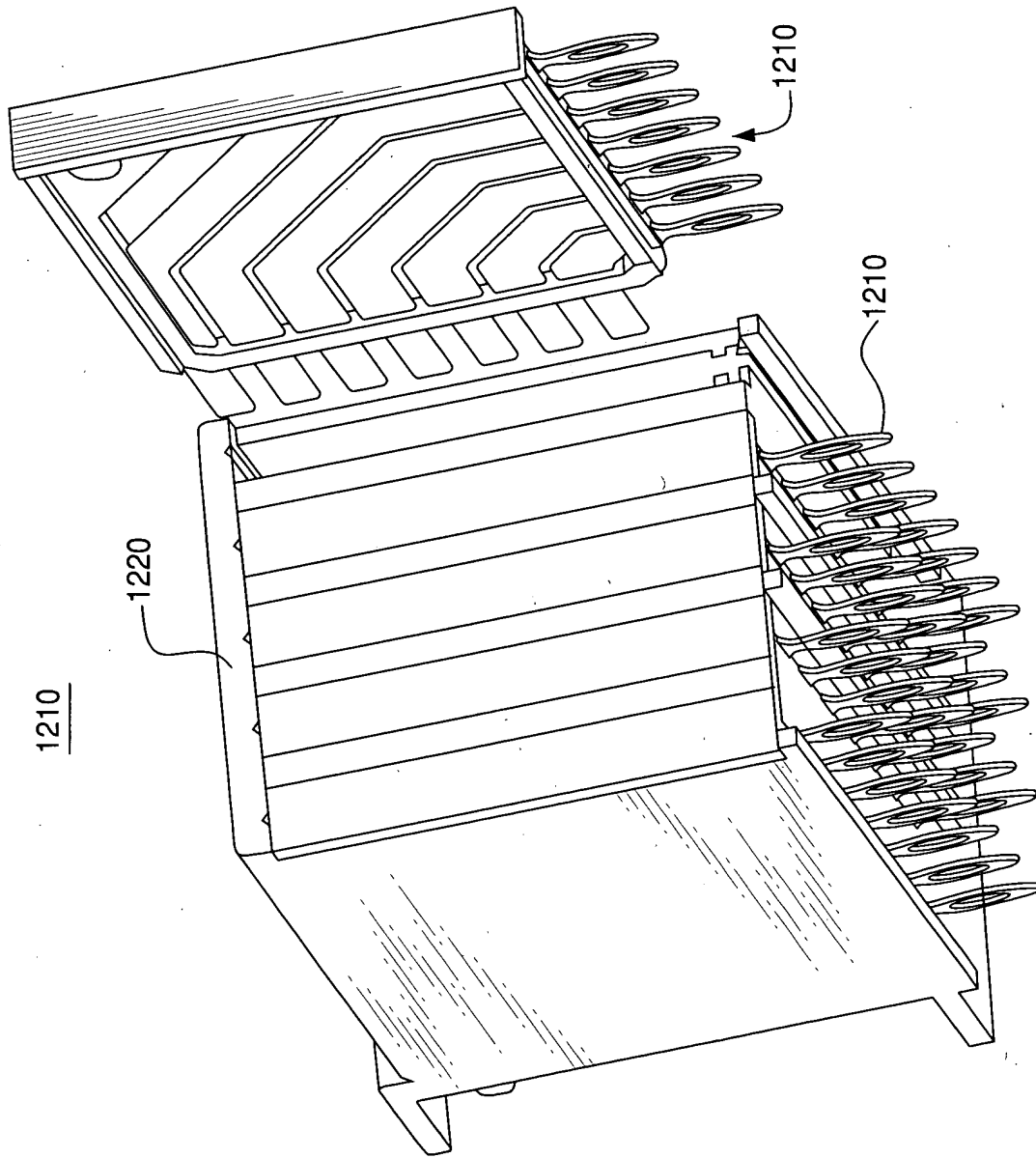


FIG. 31

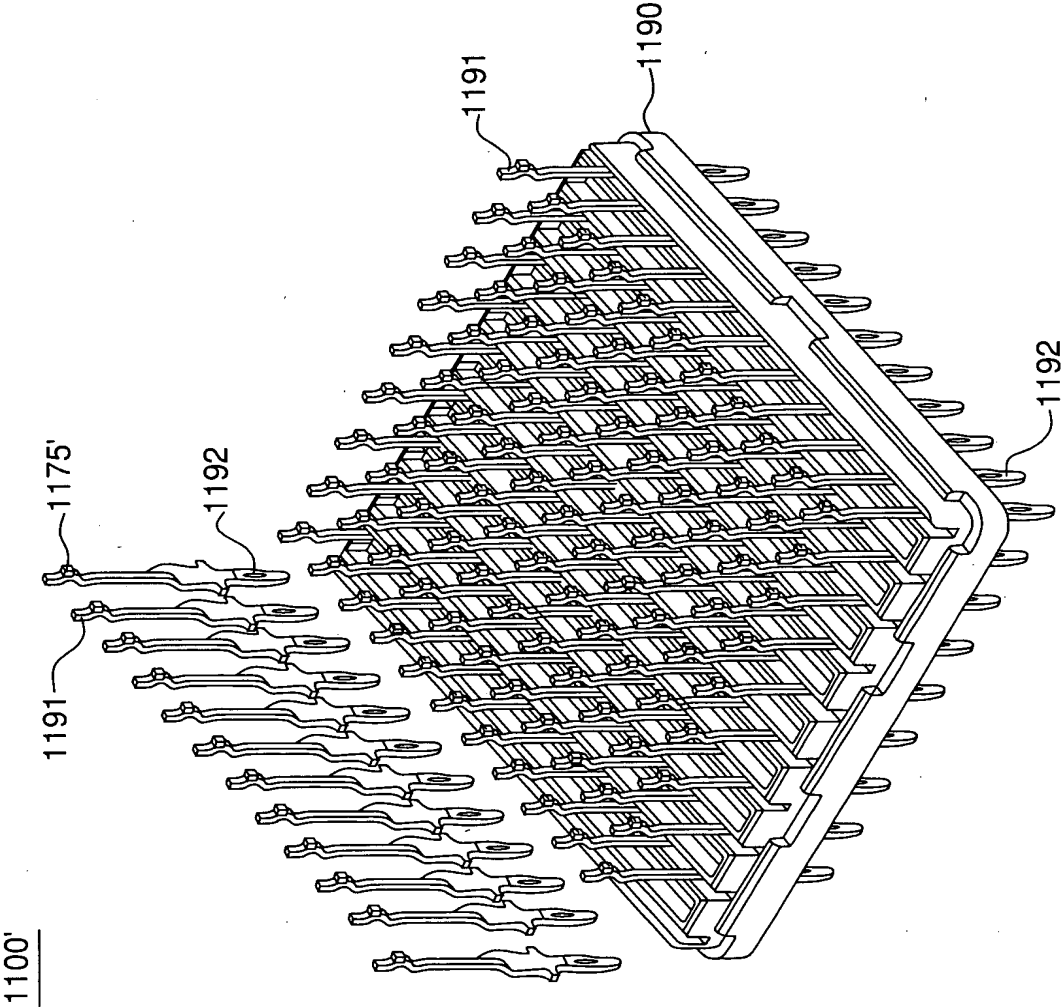


FIG. 32

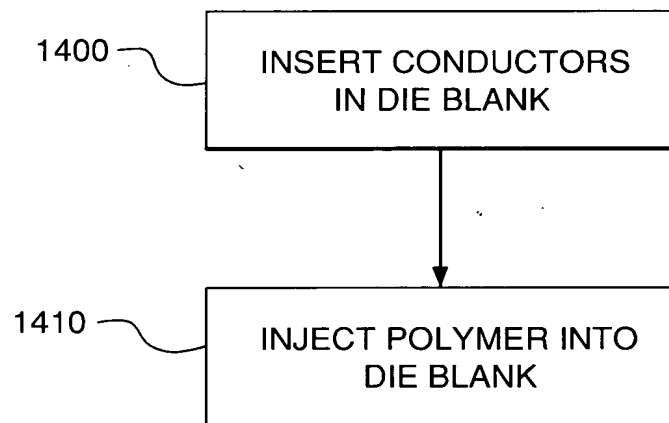


FIG. 33

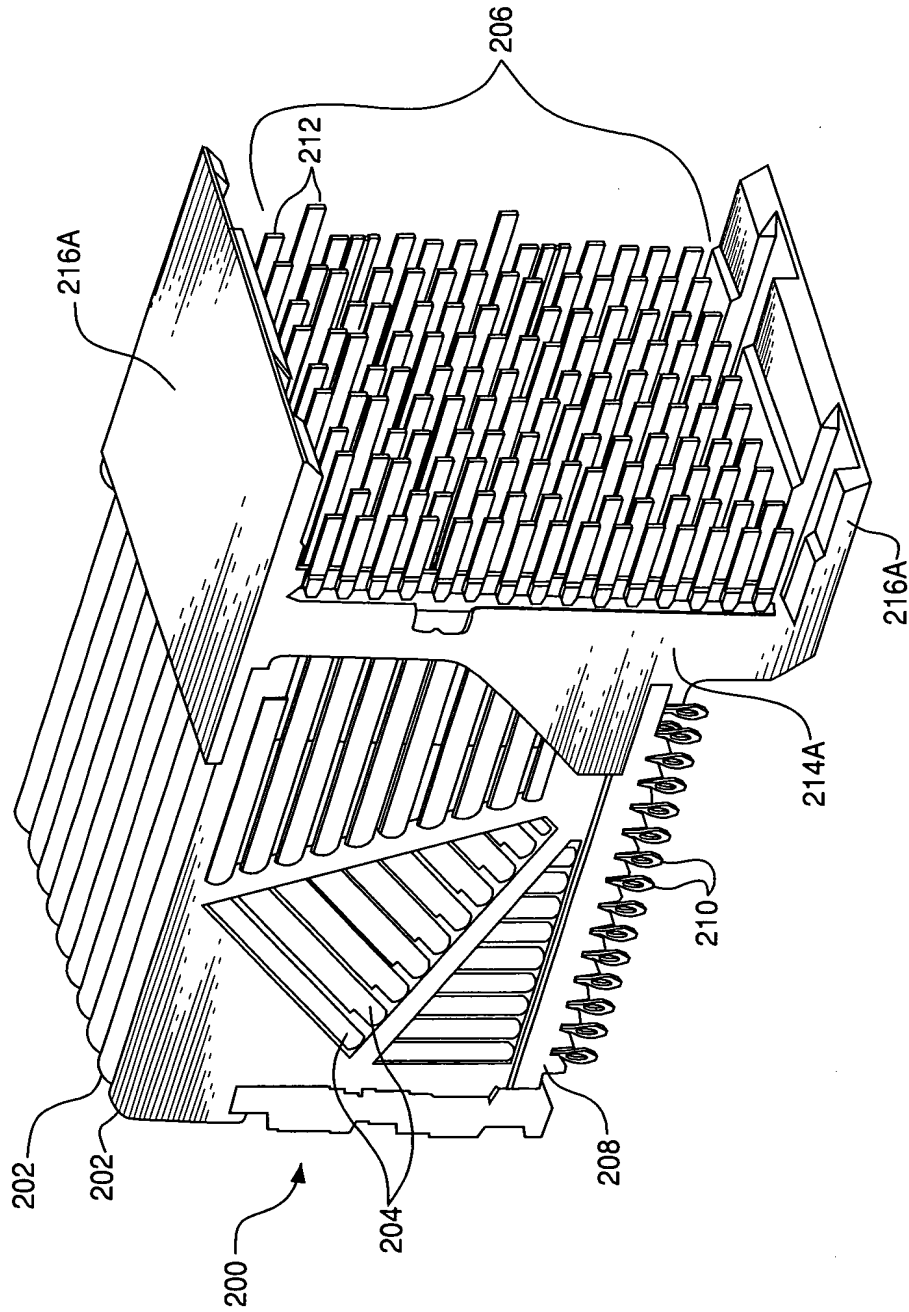


FIG. 34A

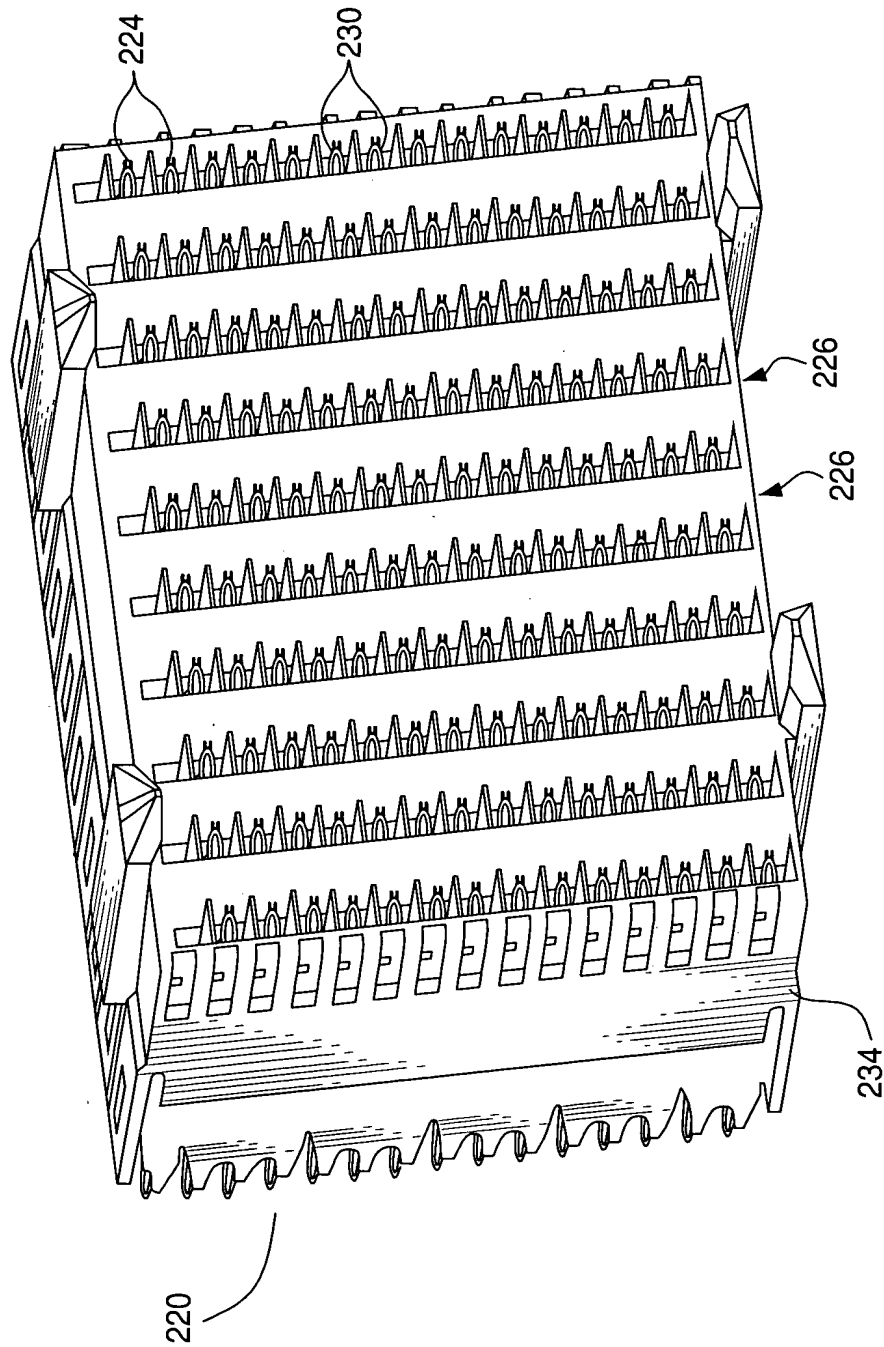


FIG. 35A

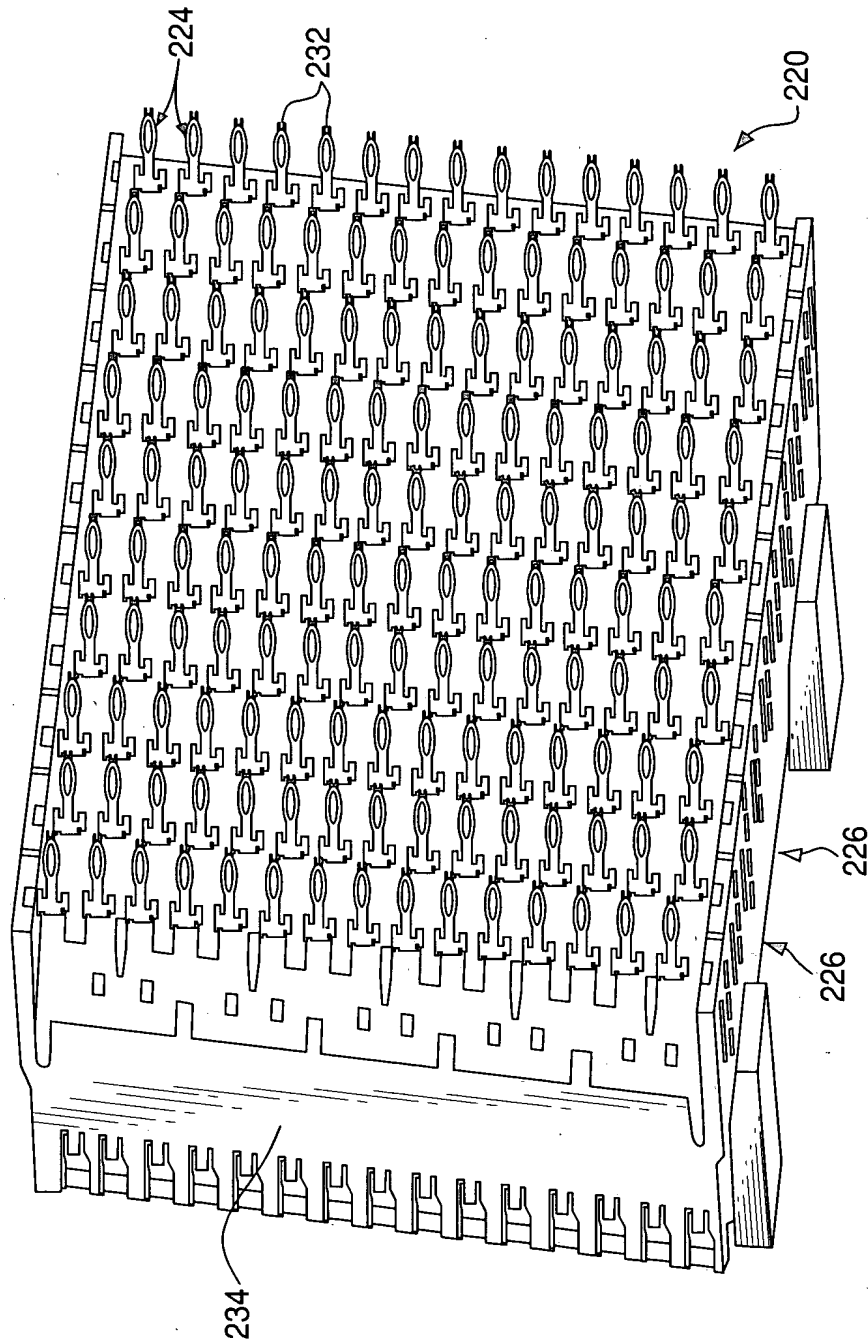
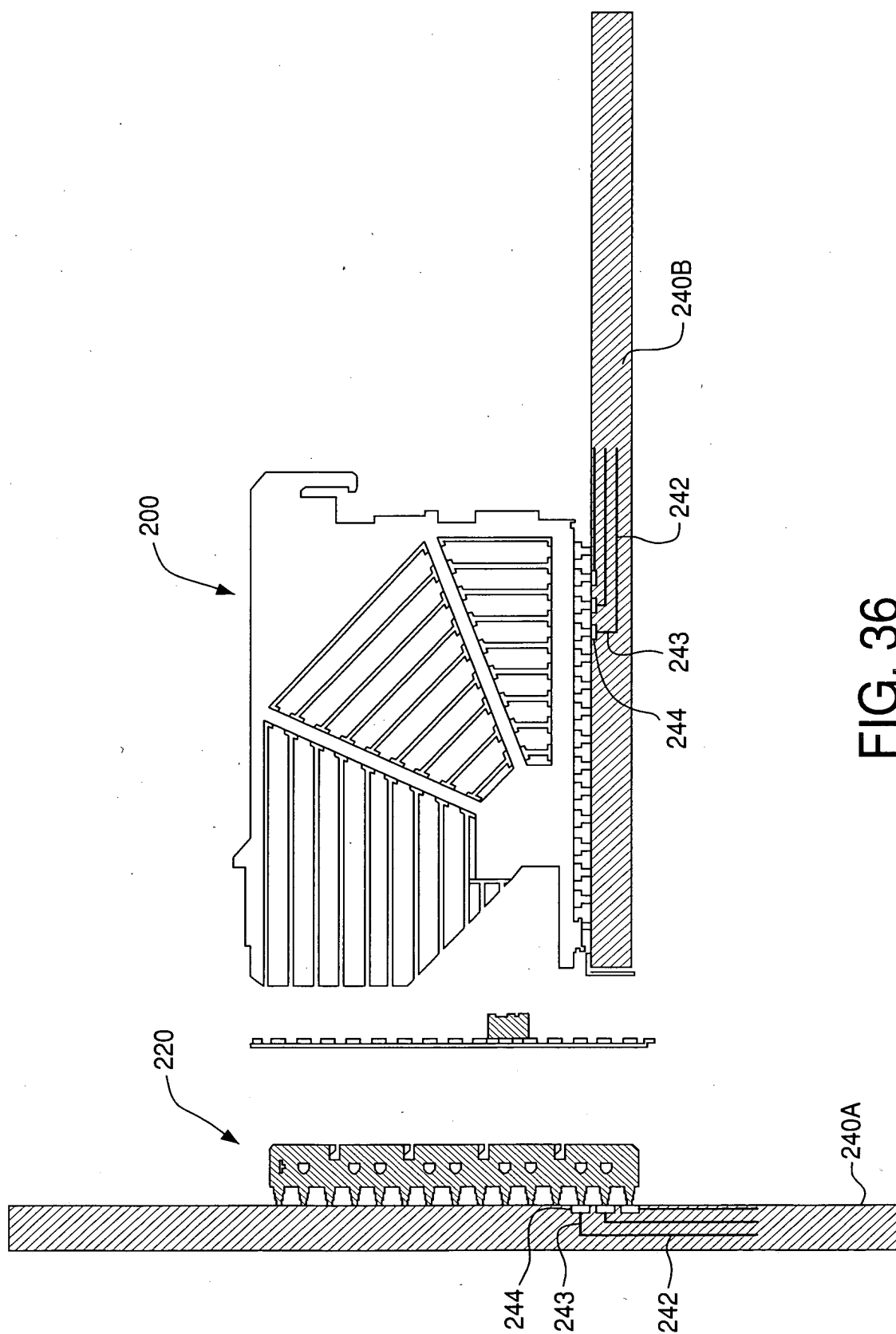


FIG. 35B



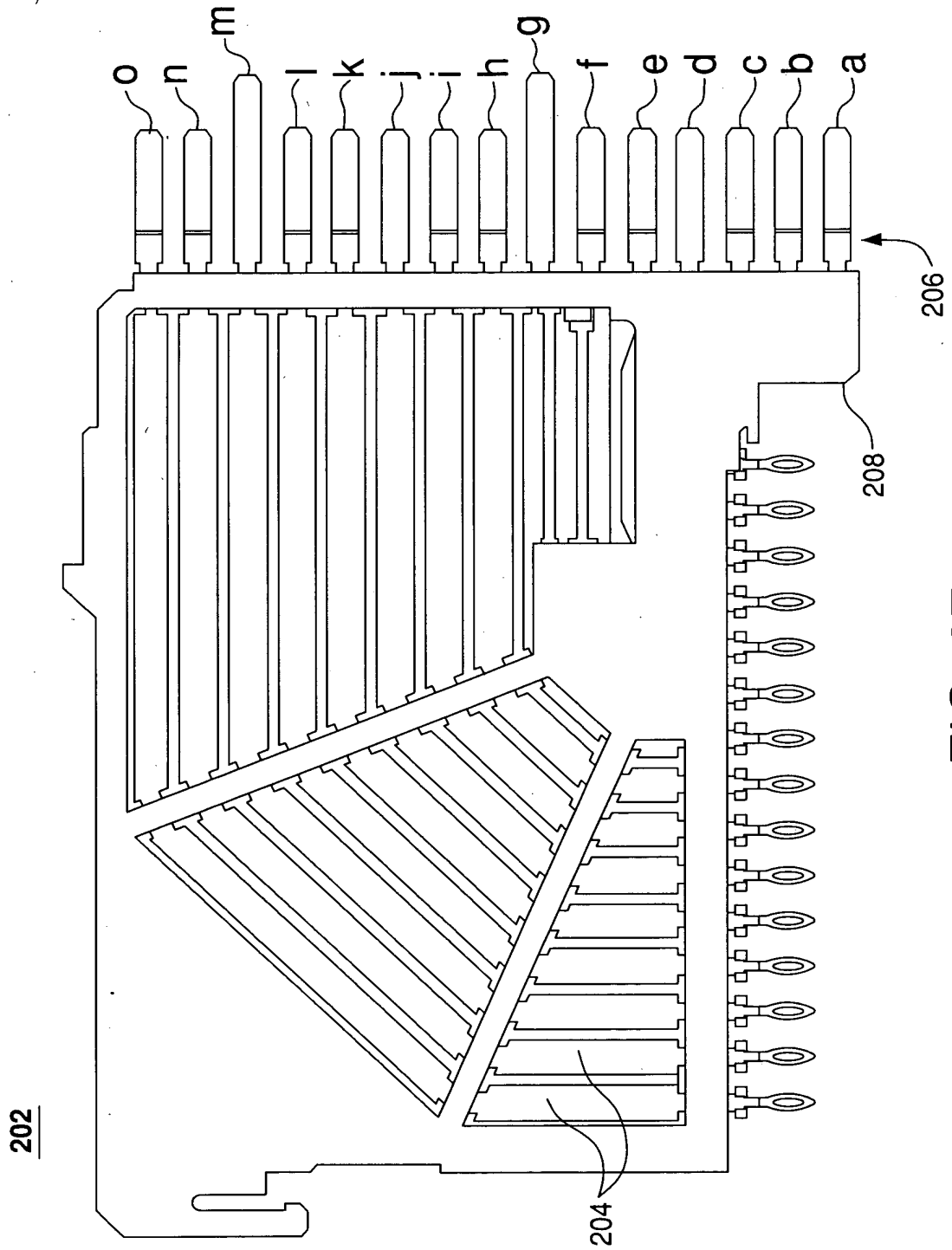


FIG. 37

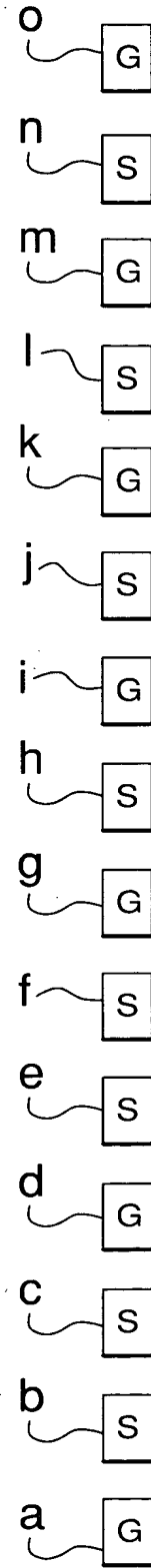
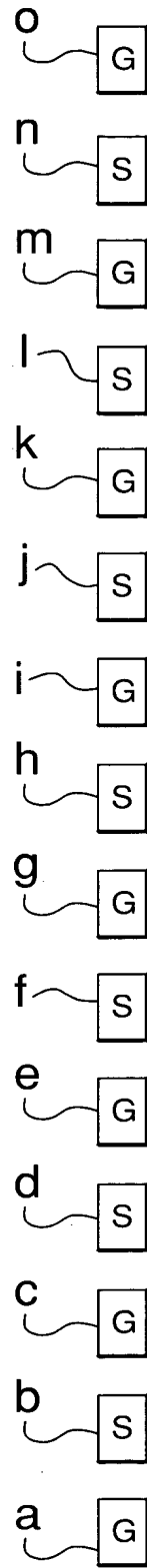
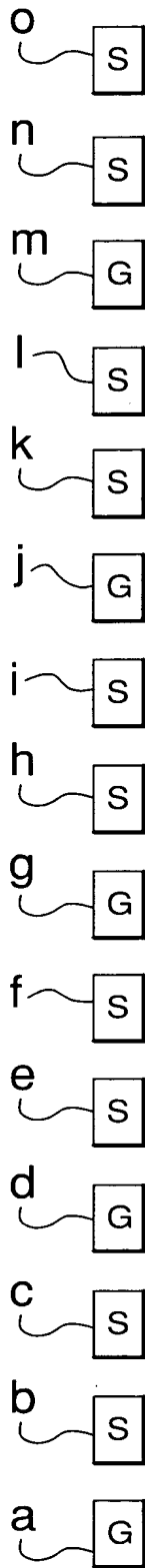


FIG. 38A

FIG. 38B

FIG. 38C

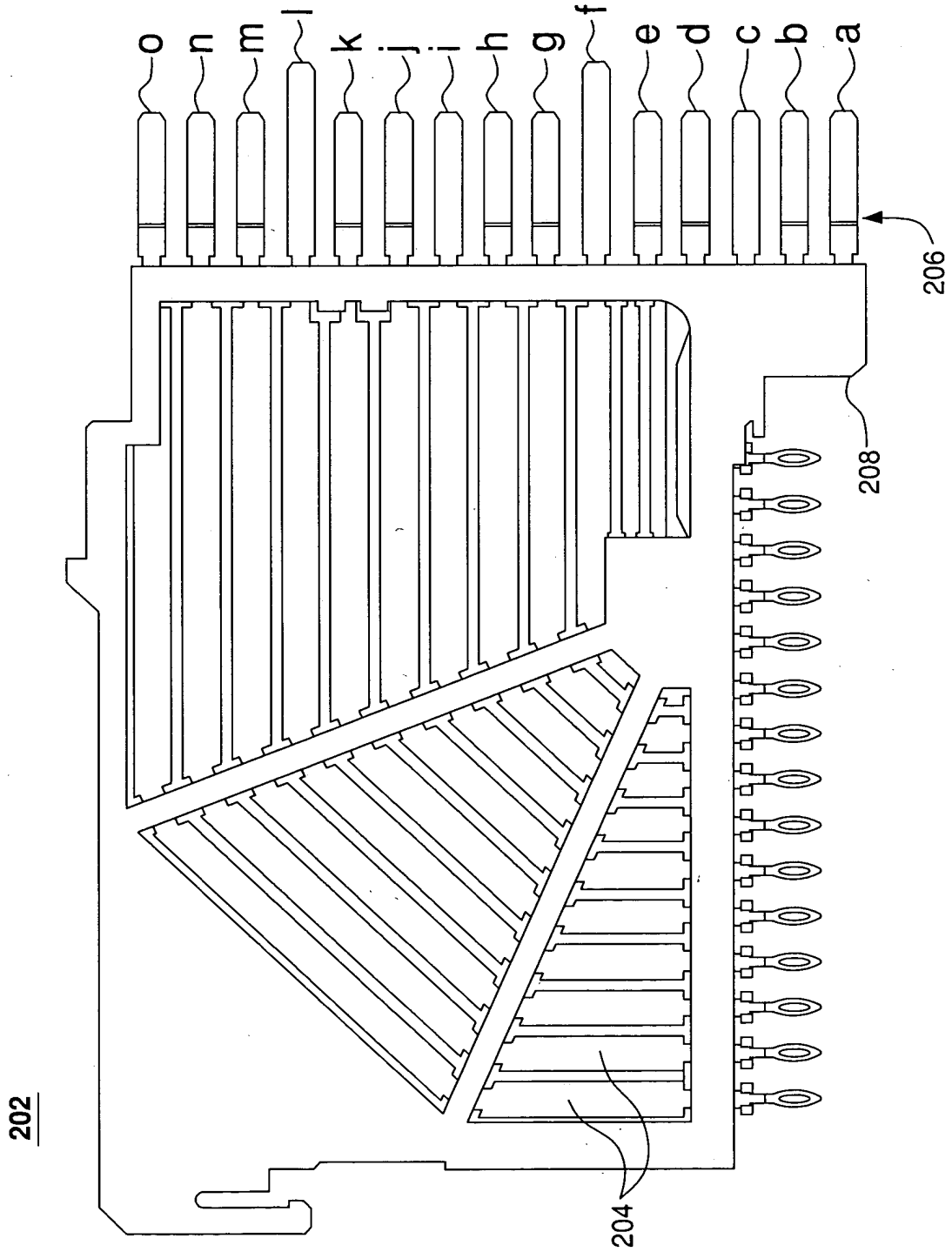


FIG. 39

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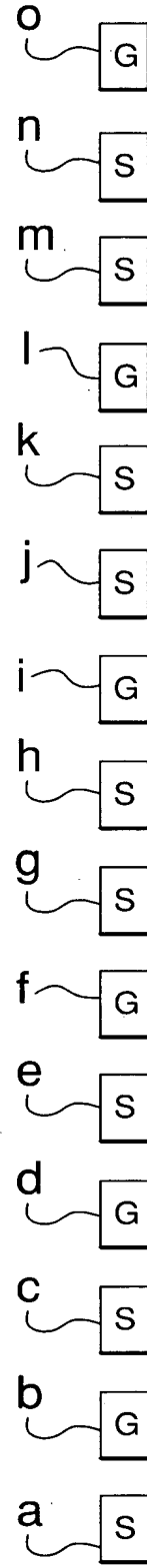
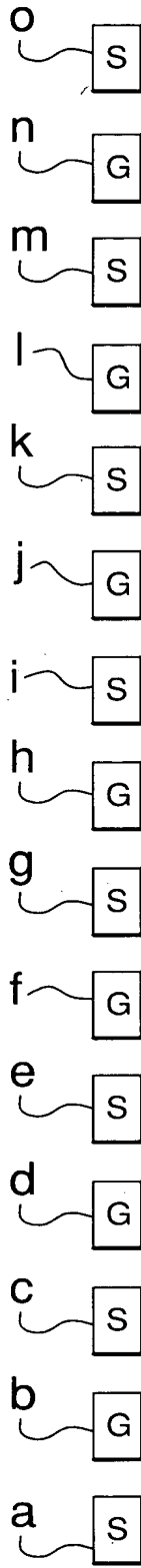
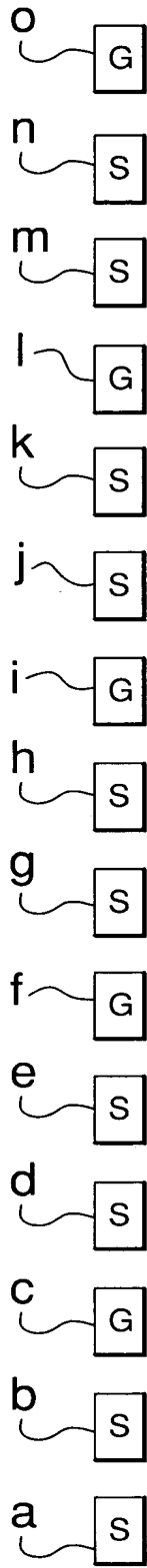


FIG. 40A

FIG. 40B

FIG. 40C

FIG. 41

IMPEDANCE

Differential AirMAX VS

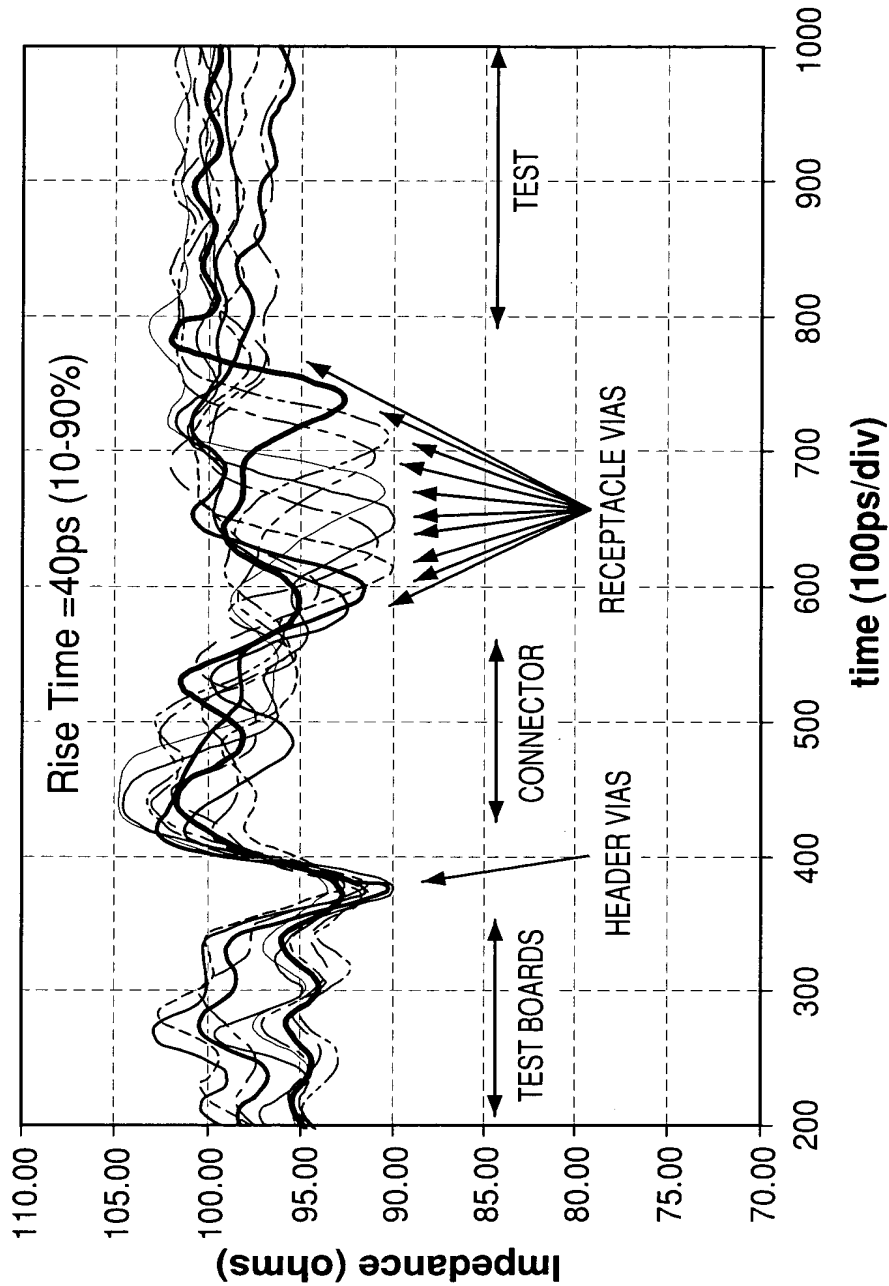


FIG. 42A

INSERTION LOSS

Differential AirMax VS

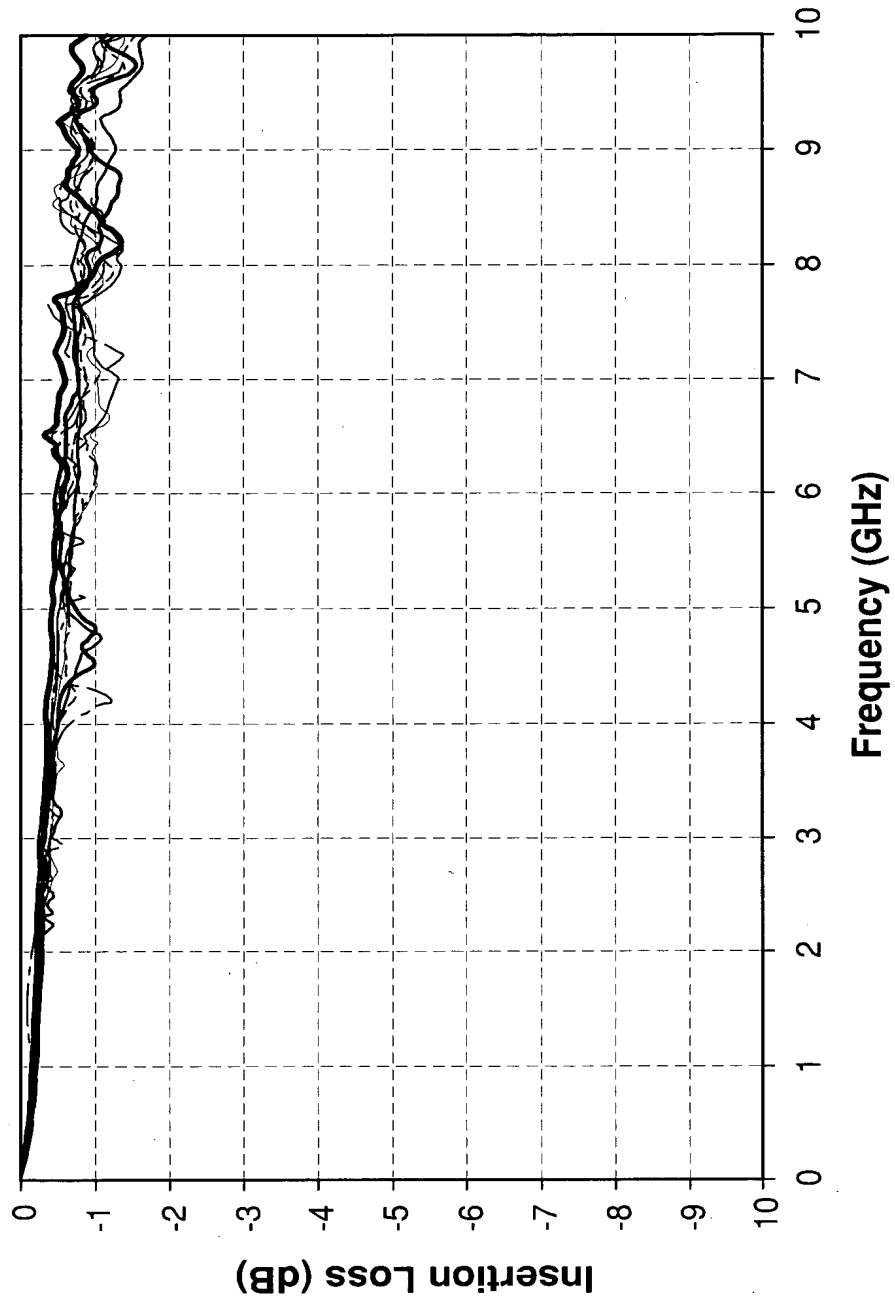


FIG. 42B

CROSSTALK

Worst-Case Multi-Active Near-End Crosstalk

	AB	BC	DE	EF	GH	HI	JK	KL	MN	NO
40ps (10-90%)	1.9	2.4	2.4	2.3	2.5	2.2	2.4	2.1	2.6	1.7
100ps (10-90%)	1.4	1.8	1.7	1.8	1.9	1.7	2.0	1.7	1.8	1.0

FIG. 42C

Worst-Case Multi-Active Far-End Crosstalk

	AB	BC	DE	EF	GH	HI	JK	KL	MN	NO
40ps (10-90%)	2.7	1.8	5.0	3.4	4.2	3.2	4.1	2.9	2.4	1.1
100ps (10-90%)	1.3	0.8	2.2	1.5	1.9	1.4	1.8	1.3	1.1	0.5

FIG. 42D

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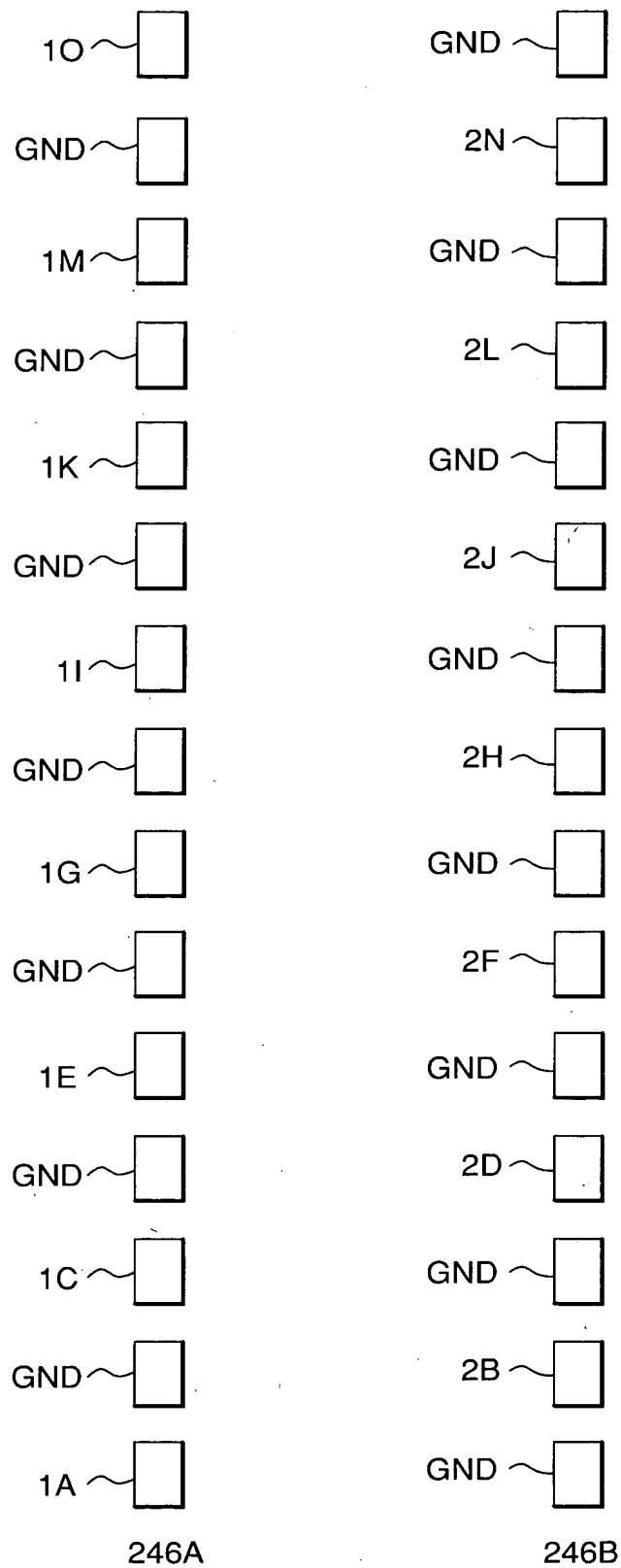


FIG.43

IMPEDANCE Single-Ended AirMax VS

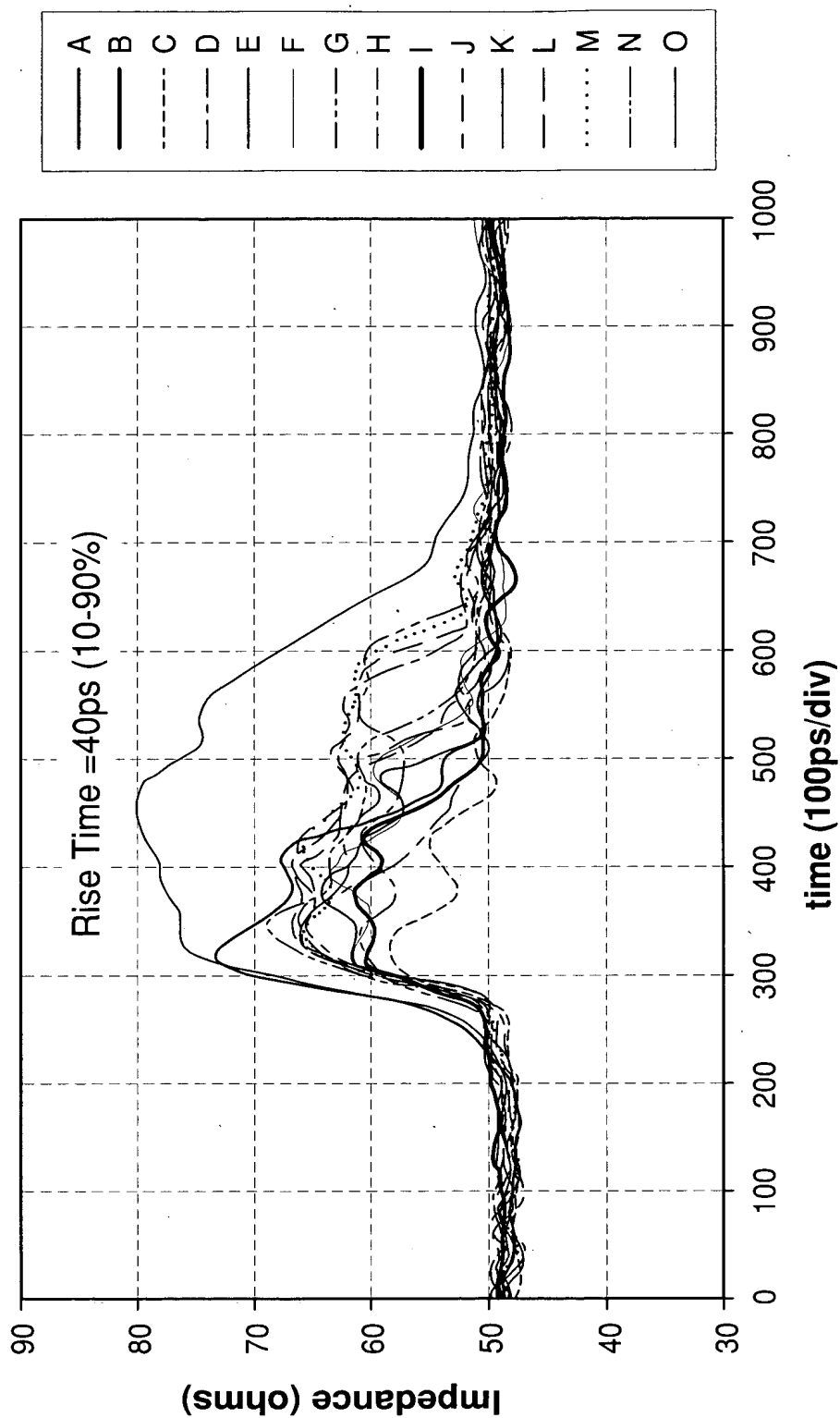


FIG. 44A

IMPEDANCE

Single-Ended AirMax VS

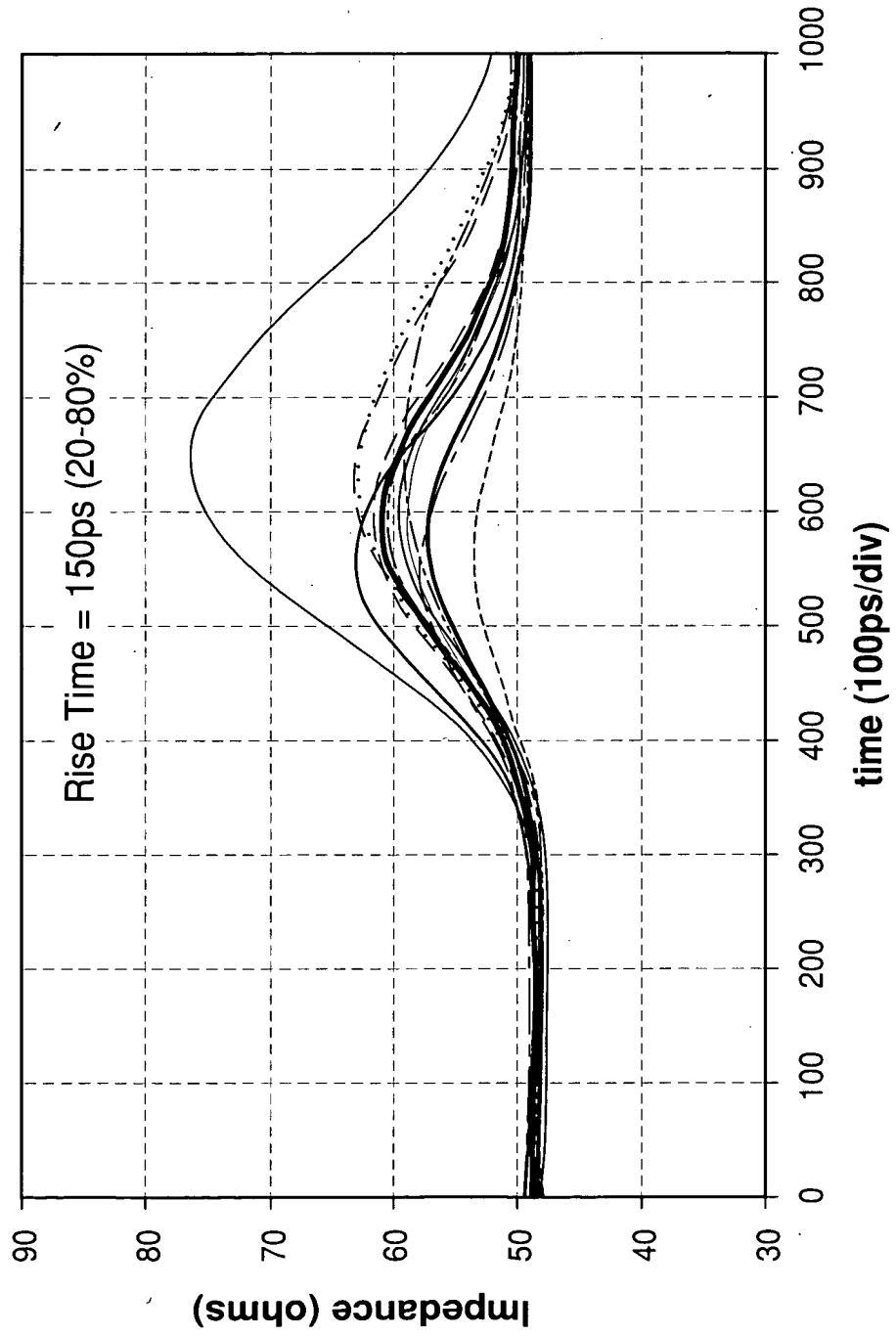


FIG. 44B

INSERTION LOSS

Single-Ended AirMax VS

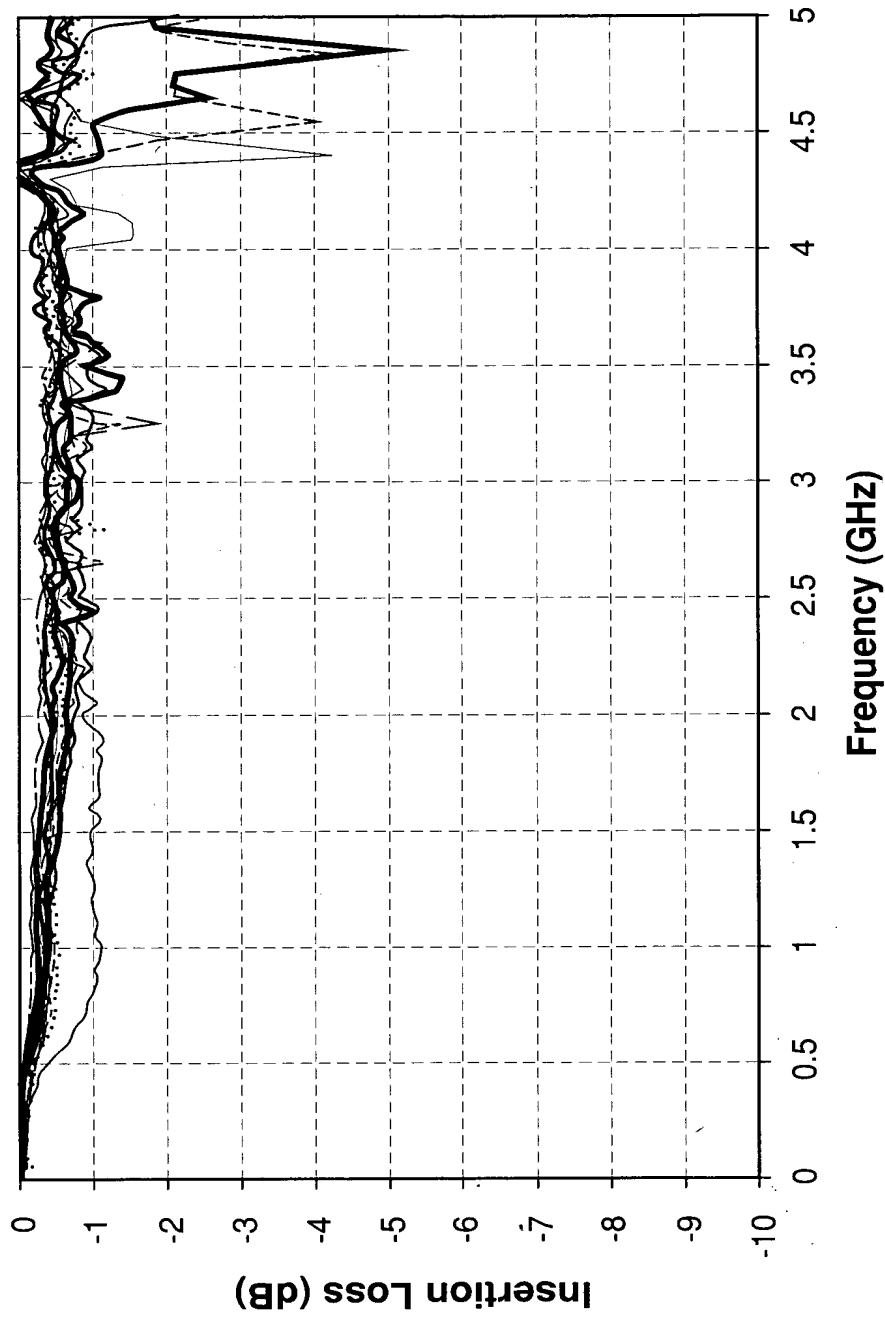


FIG. 44C

CROSSTALK

Worst-Case Multi-Active Near-End Crosstalk

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
150ps(20-80%)	5.0	7.3	7.3	7.4	6.0	6.2	7.2	7.6	8.0	8.7	6.6	7.6	8.0	7.8	4.2

FIG. 44D

Worst-Case Multi-Active Far-End Crosstalk

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
150ps(20-80%)	2.0	2.9	2.4	2.4	2.6	2.4	2.9	2.9	2.5	2.8	2.6	2.7	2.8	2.8	1.7

FIG. 44E

Single-Ended IMLA to Differential IMLA
Near-End Crosstalk Approximation

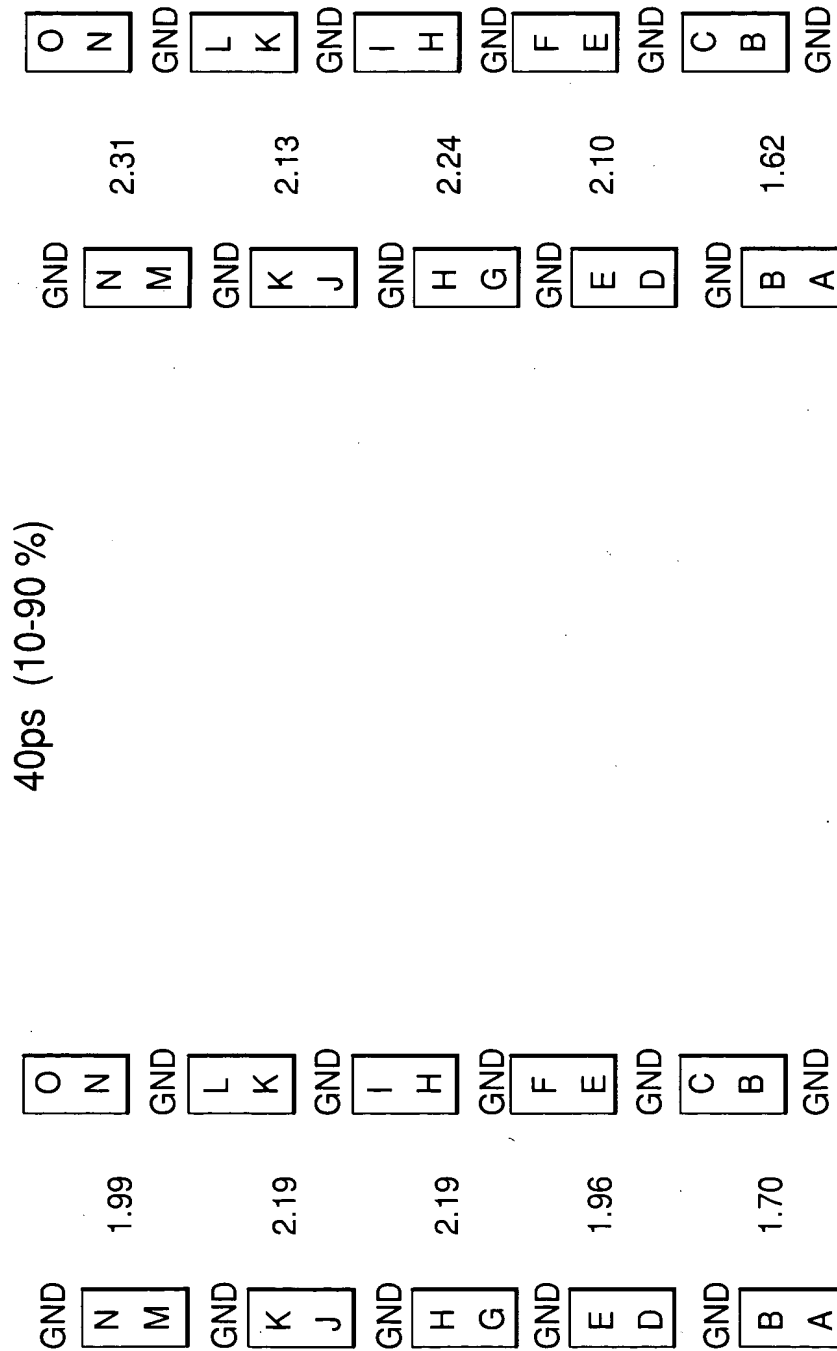


FIG. 45A

Single-Ended IMLA to Differential IMLA Far-End Crosstalk Approximation

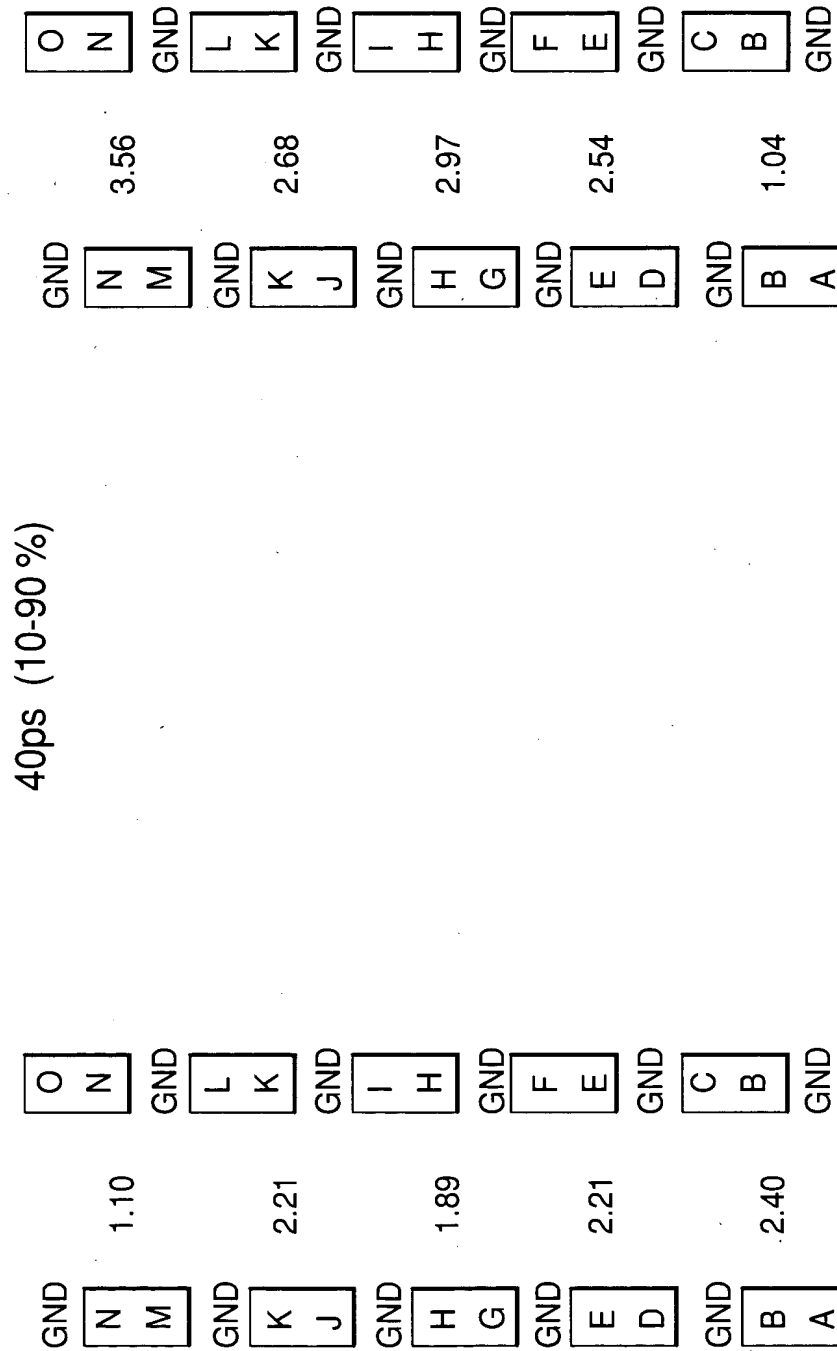


FIG. 45B

Single-Ended IMLA to Differential IMLA
Near-End Crosstalk Approximation

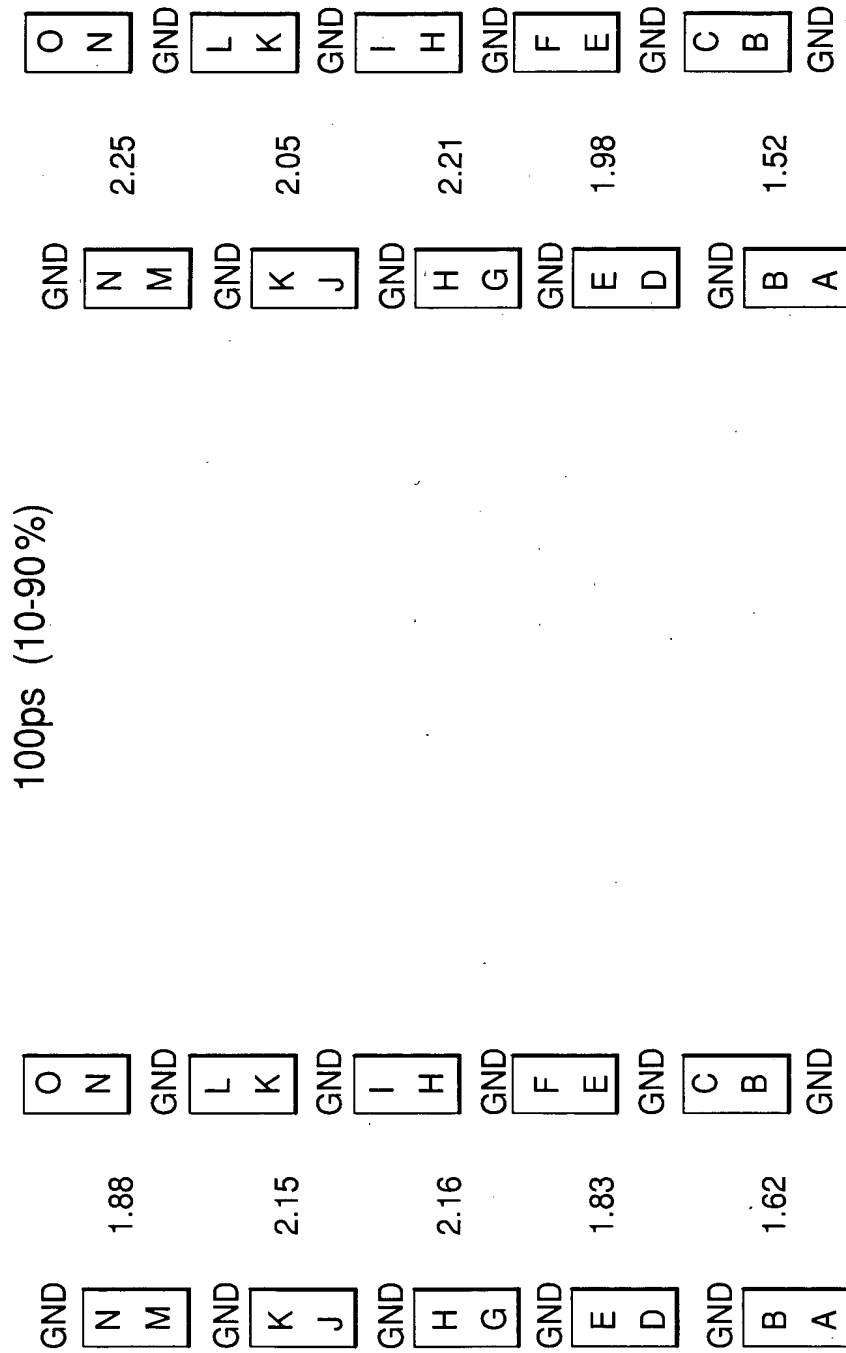


FIG. 45C

Single-Ended IMLA to Differential IMLA Far-End Crosstalk Approximation

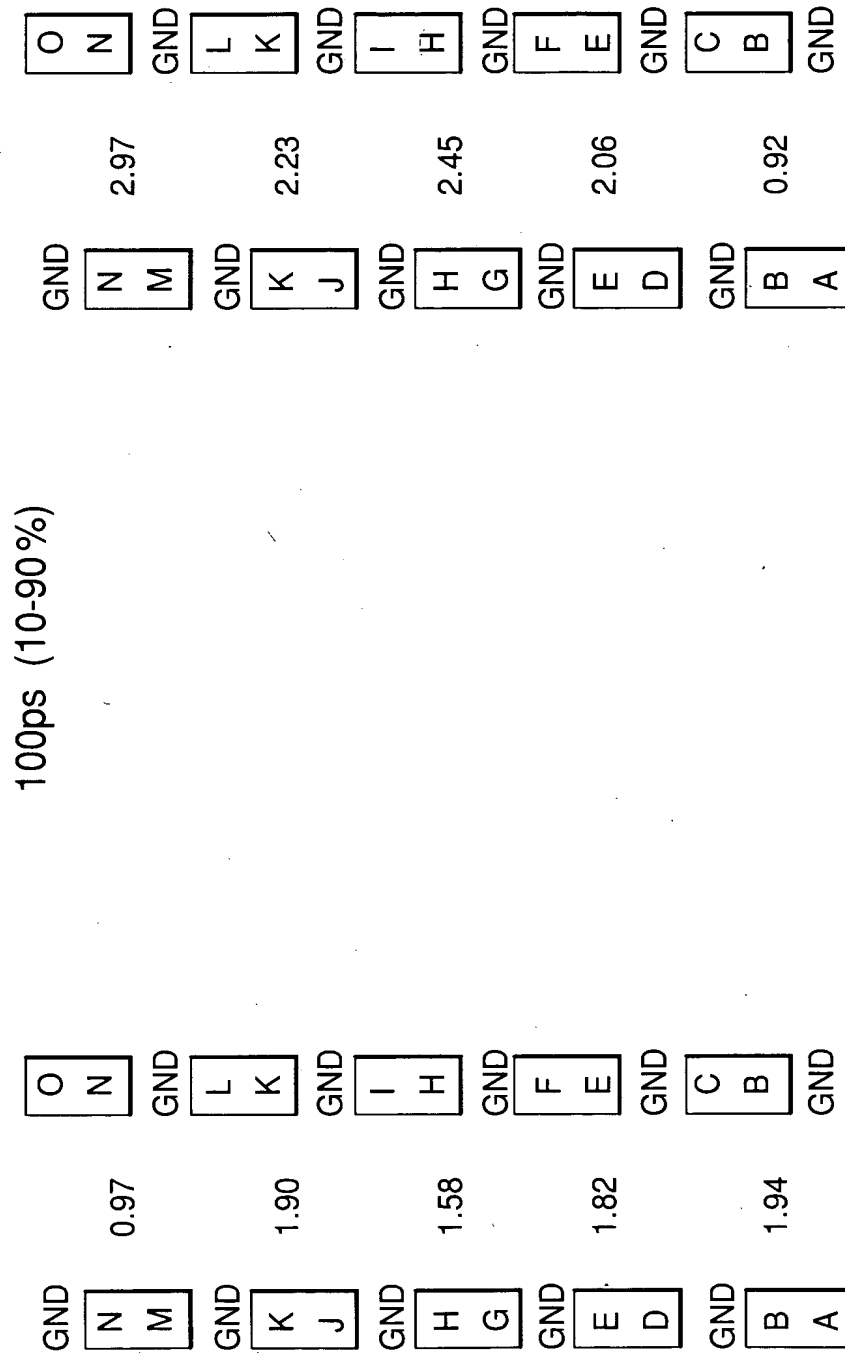


FIG. 45D

Single-Ended IMLA to Differential IMLA Near-End Crosstalk Approximation

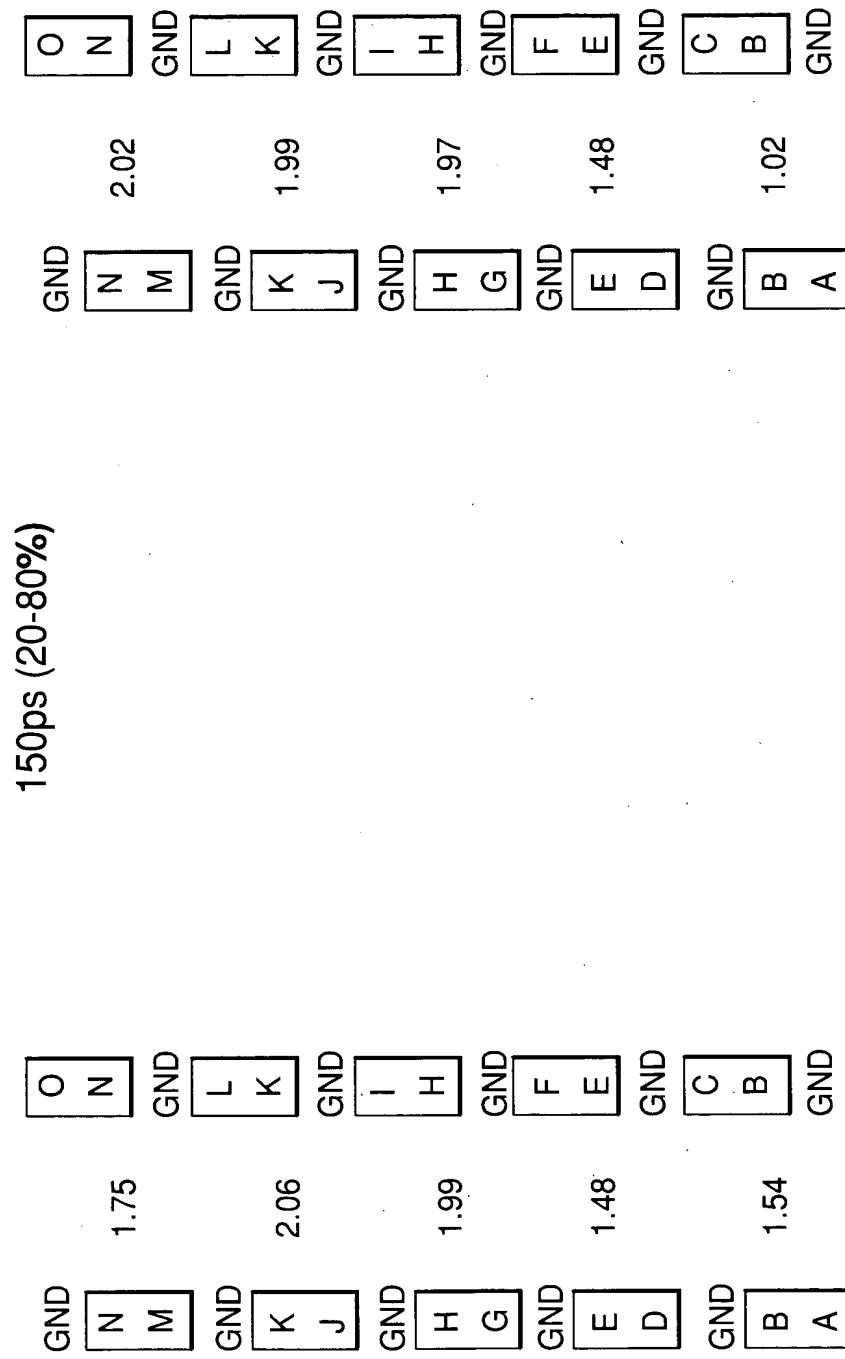


FIG. 45E

Single-Ended IMLA to Differential IMLA Far-End Crosstalk Approximation

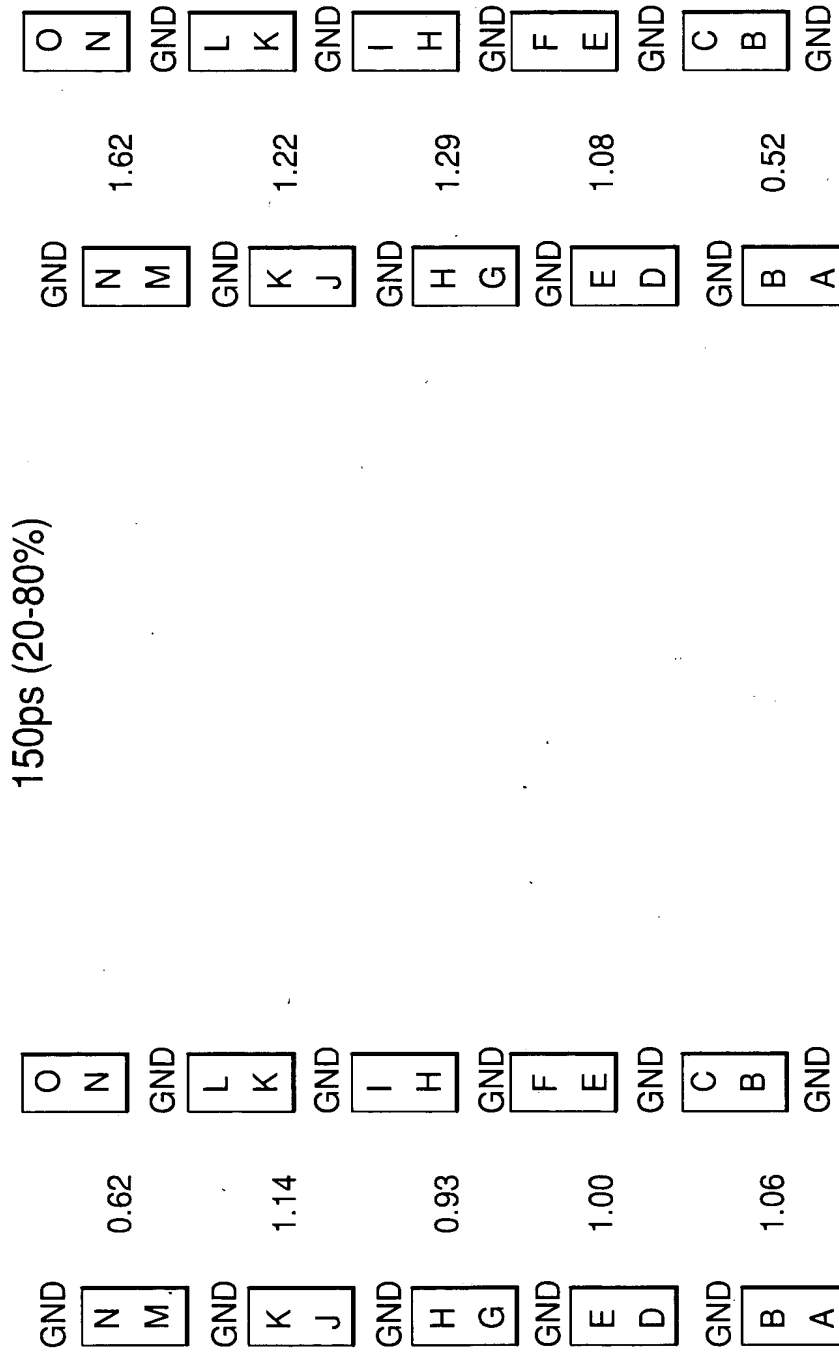


FIG. 45F

Differential IMLA to Single-Ended IMLA Near-End Crosstalk Approximation

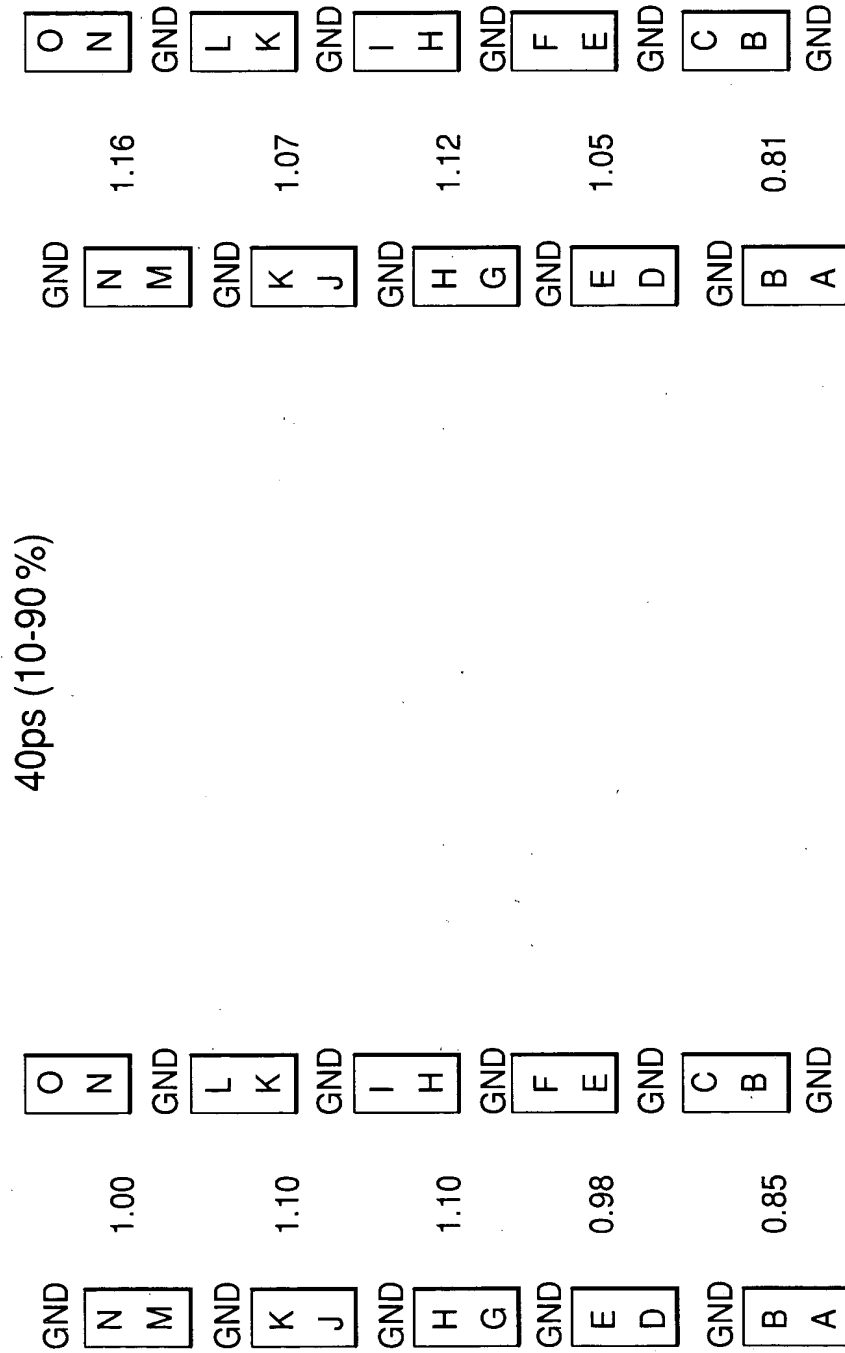


FIG. 46A

Differential IMLA to Single-Ended IMLA
Far-End Crosstalk Approximation

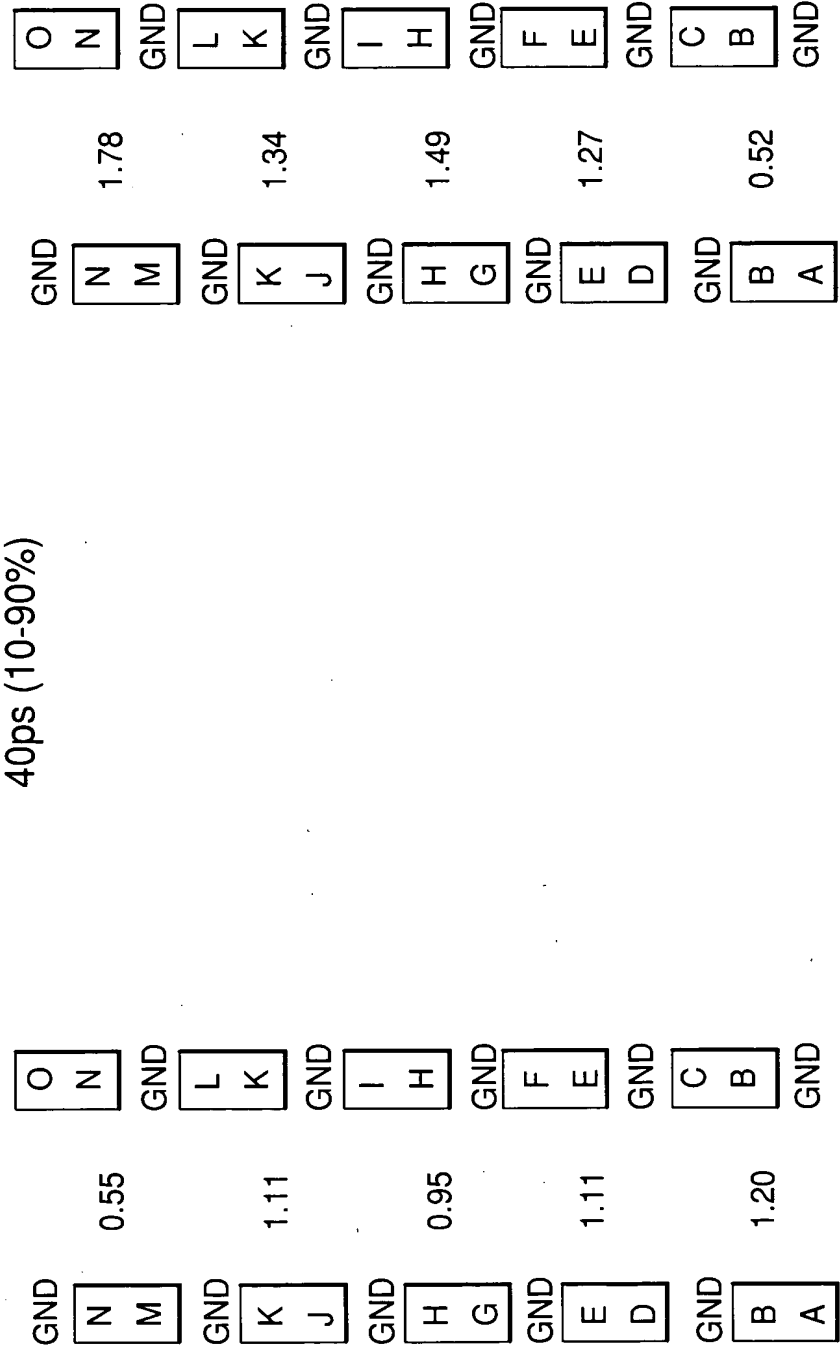


FIG. 46B

Differential IMLA to Single-Ended IMLA Near-End Crosstalk Approximation

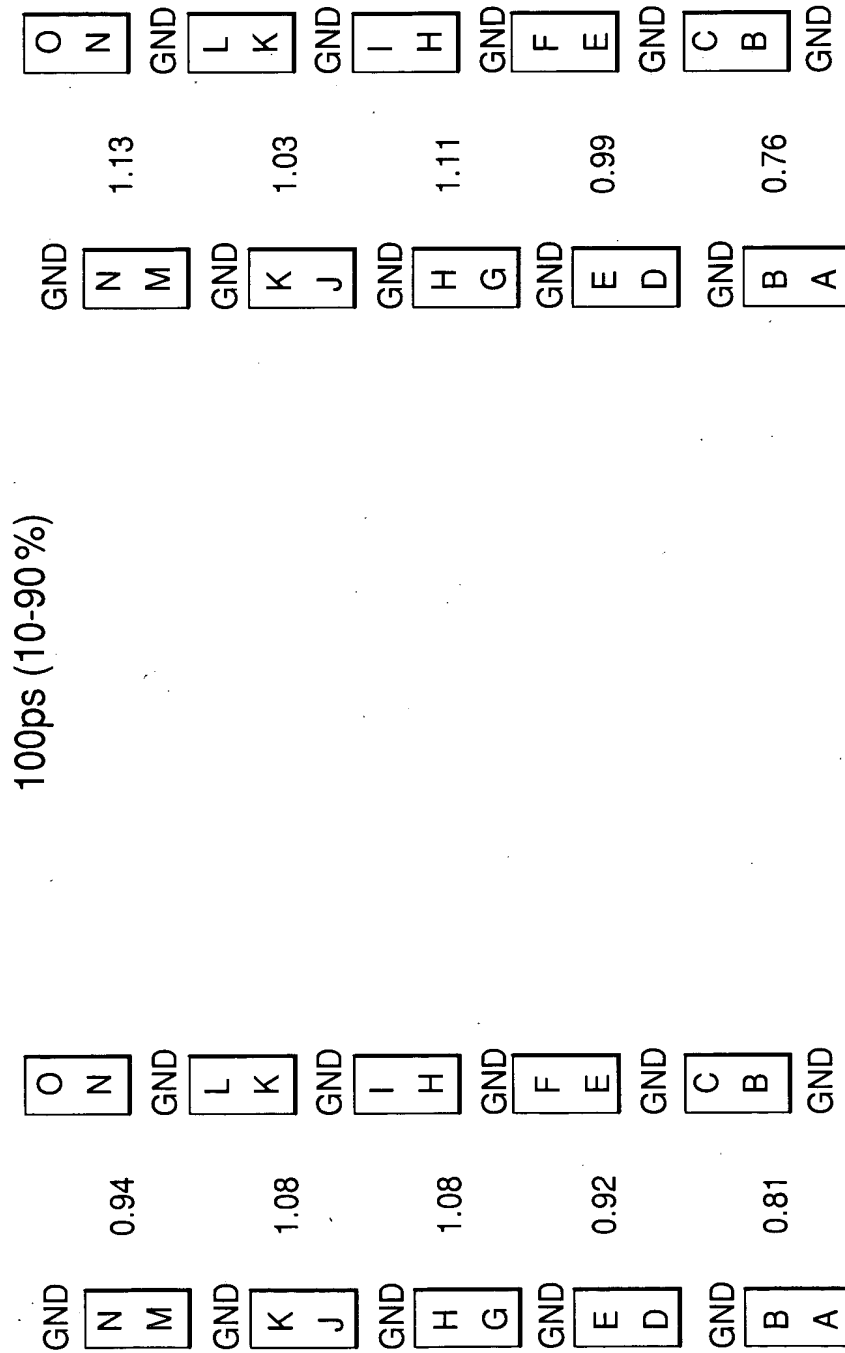


FIG. 46C

Differential IMLA to Single-Ended IMLA
Far-End Crosstalk Approximation

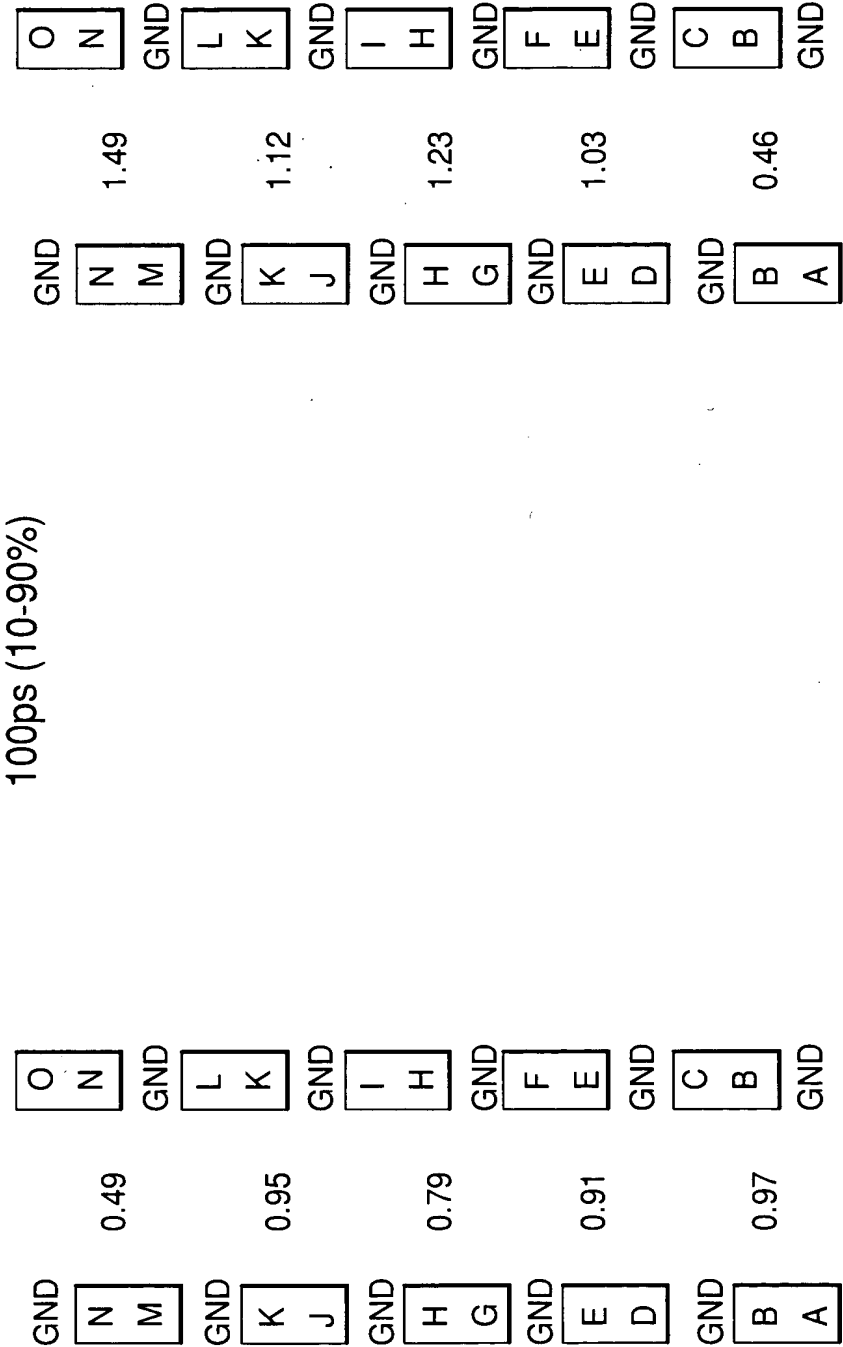


FIG. 46D

Differential IMLA to Single-Ended IMLA

[illegible]

FIG. 46E

Differential IMLA to Single-Ended IMLA Far-End Crosstalk Approximation

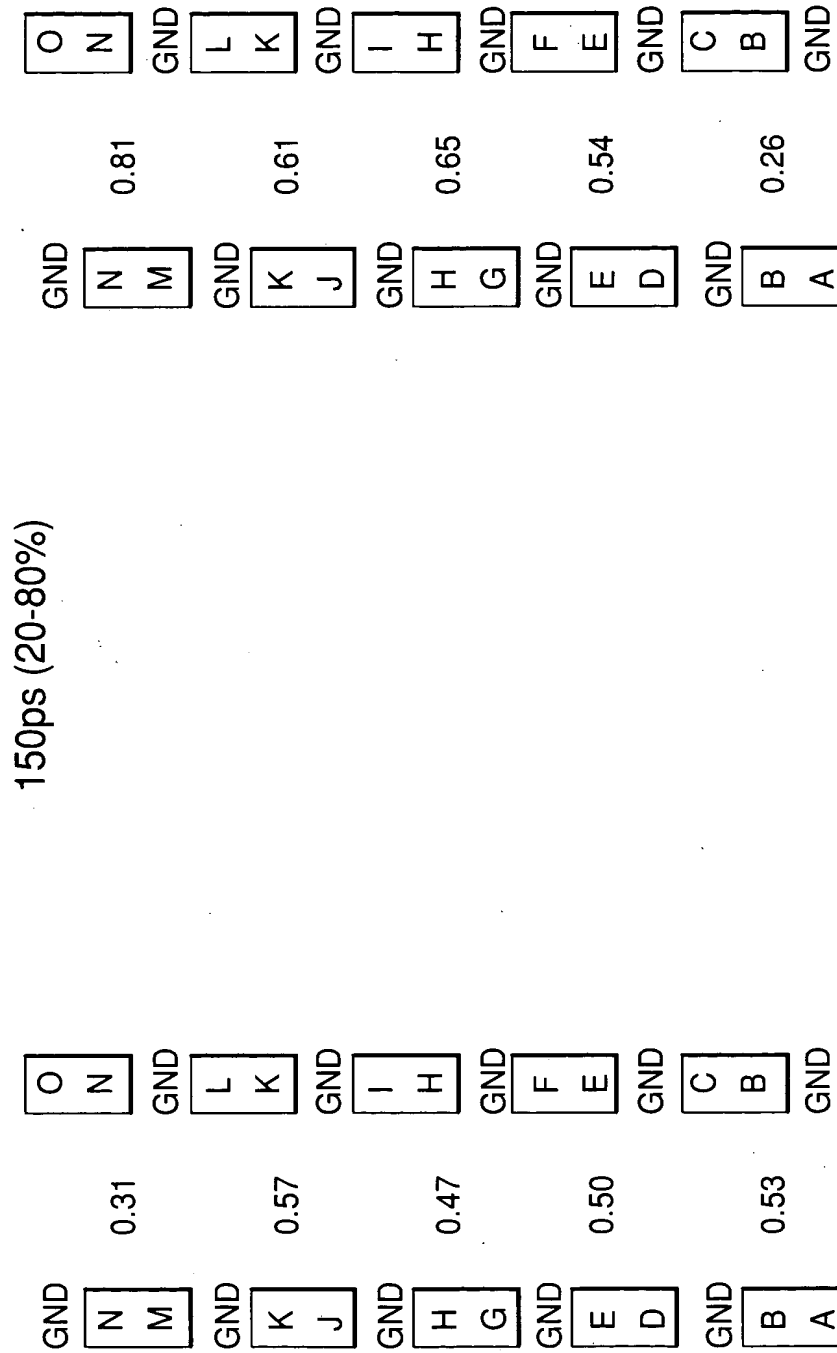


FIG. 46F